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The Chronicle.

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THE BANKS AND THE FUNDING PROCESS.

Some changes have been made in the funding arrangements of Mr. Boutwell which appear to give satisfaction to the financial firms whose more active co-operation was desirable. The result has been to stimulate subscriptions, and to make the success of the negotiation certain. The funding process has also been accelerated by the continued ease of the money market, and by the certainty that no more of our Government fines can be had on such good terms as those now offering. There are some rumors of approaching activity in the money market; and a few of the speculative cliques are said to be preparing to lock up greenbacks with a view to take advantage of the April drain of currency and deposits to the interior. These rumors do not seem, however, to disturb confidence or to embarrass the movements of Mr. Boutwell and his agents. The sudden rise in government bonds on Thursday, with other movements at the Stock Exchange, afford conclusive evidence of the small weight attached to the prognostications of coming trouble.

Some of the banks have taken the opportunity of this improved aspect of affairs to urge Mr. Boutwell to allow the six per cent Currency Bonds, granted to the Pacific railroads, to be deposited as security for currency with the Department at Washington. There are a large number of new banks

organizing, and the demand for the currency sixes would be much increased if the compliance of Mr. Boutwell could be secured. In anticipation of success the price has been run up 2 per cent; which is an easy process, as these bonds are in few hands, and the floating aggregate is small. The whole issue to all the roads amounts but to \$64,618,832. Of this sum the banks have deposited at Washington \$18,499,000, Savings banks and Trust Companies hold some 27 millions, and capitalists hold for permanent investment 10 or 12 millions. Hence there are not more of these bonds afloat than 8 or 9 millions. This sum is so small that Mr. Boutwell has not seen it desirable to change the rule of the Department. The public and the majority of the banks acquiesce in the decision.

Those who hold the bonds, however, have published a pamphlet which has had a wide circulation, and contend that Mr. Boutwell, by the terms of the currency law, is bound to accept from the banks any and all registered government bonds as security for bank circulation, and that by the cessation of his late controversy with the Pacific roads relative to the interest, he cannot discriminate against these subsidy bonds, but must accept them on just the same terms as Five-Twenties or Ten-Forties. To this Mr. Boutwell replies that the argument misrepresents both the intent of the law and the settlement with the Pacific Railroads. The Currency law intended to create a market for the war debt of the government. The Pacific bonds form no part of that war debt. And the amount is so insignificant as not to justify any exception in their favor, especially as the parties to be benefited are banks whose privileges in regard to circulation should not be extended unless in view of some great public benefit. As to the Pacific Railroads, the recent settlement simply decided that the government had chosen the wrong remedy, and had acted contrary to law in withholding the sums due the companies on account of transportation. Several questions as to ultimate payment of principal and interest remain in abeyance, and appear likely to be adjusted hereafter very satisfactorily by the government transportation being more fully made to pass over these roads so as to cover all the interest and more.

Still it must be conceded to these banks that section four of the National Currency Act declares that the term "United States bonds" as used in said act "shall be construed to mean all registered bonds now issued, or that may hereafter be issued, on the faith of the United States, by the Secretary of the Treasury in pursuance of law;" that section five of the act of July 1, 1862, to aid in the construction of the Pacific Railroad, directs the Secretary of the Treasury upon certain conditions to issue to the company constructing said road "bonds of the United States;" and that on comparing the bonds so issued with other bonds of the United States, concerning which there is no question, we find the indebtedness

of the United States acknowledged and their obligations to pay certain sums of money upon certain conditions, expressed in the same words in both classes of bonds, attested in both cases by the seal of the Treasury Department, and by the signature of the Register of the Treasury. Still all this being conceded, the question arises why did not the National banks buy these bonds when they were first issued, and were selling at very low prices? The answer Mr. Boutwell gives is that these are "currency" bonds and not "gold" bonds. They are not redeemable in gold. They run for a quarter of a century, and are therefore subject to such vicissitudes as may at any time prior to their maturity depreciate our irredeemable currency. These bonds lack the fundamental characteristic of the war debt which is all payable in specie, and Congress never designed, nor could it safely be designed, that any but specie bonds payable interest and principal in coin, should ever be used as a foundation for our bank currency.

To this the banks reply that these currency bonds sell for more than the Five-Twenties, and are really worth more than the gold bonds. Their argument is as follows:

Taking the new 5 per cent "funded bonds" at par in gold as a standard, and supposing them to run for 27 years, then by Price's tables I find that a 27-year six per cent bond is worth 114½ in gold; to this add the gold premium on the 114½, and it is shown that the sixes are worth 127½ in currency. Now, deduct a fair estimate for the premium on the gold interest which will be received annually on the five per cent bonds from now until specie payments are resumed, and the balance will be the true currency value of the currency sixes. I estimate thus, supposing gold to be at an average of 10 per cent premium for the whole 27 years. Then the holder of a \$1,000 5 per cent bond gets \$55 in currency per annum, and the holder of a currency six gets \$60. This calculation is on the basis that no resumption of specie payments is to take place, and it is giving the worst possible aspect to the currency sixes. If resumption takes place in a few years, the sixes are worth at least 14 per cent more than the fives, or 124 in currency.

This argument proves that the bonds are good; but it does not meet Mr. Boutwell's argument about the coin basis. For the time, therefore, the controversy is suspended. It may be expected to come up in another form however, as the banks say they intend to submit their claims to the adjudication of the courts.

The banks are so few, however, which are agitating this question, that it is regarded as of subordinate importance, and it does not in the least degree threaten the hearty co-operation of these institutions with Mr. Boutwell in disposing of the new loan, or in any of his negotiations of a like character in the early future.

A NEW PACIFIC RAILROAD.

Some interest has been excited in Wall street by the announcement of the Canadian Inter-oceanic Railroad. Encouraged by the growing prosperity and rapid success of our Pacific Railroad connecting the Atlantic seaboard with San Francisco and the Orient, some British capitalists long ago projected a line to pass from sea to sea through British territory, from Halifax to Vancouver's Island. The scheme has been in abeyance; but on Wednesday, at Ottawa, Sir George E. Cartier, on the part of the Canadian Government, proposed in the House of Commons that any company undertaking the construction of the road shall be aided with \$1,500,000 a year. This new Pacific Railroad enterprise having thus been formally adopted by the Government of the Dominion, doubtless with the sanction of the Imperial Government at home, it only requires that a dividend of 5 per cent a year should be guaranteed on the whole capital; and the 130 millions of dollars which the road will cost could doubtless be easily raised in England. To this guarantee there is considerable opposition by the advocates of light taxation; and the subject has further complications by being connected with the rather unpopular measures for the immediate admission of British Columbia as an integral part of the Canadian

Confederation. In the unsatisfactory state of the finances of the Dominion the opposition is very active, but its success is doubtful.

The railway will be 2,500 miles long. It is to be begun in 1873 and finished by 1881. The work is to go on simultaneously at both ends. By the new route British Columbia is to be connected with the Canadian railways by a road which will give England a short path to India and China over her own territory and subject to her exclusive control.

The route has not been fully surveyed as yet; but its general direction is along the 50th parallel, our Southern Pacific road taking the 32d parallel, the Northern Pacific the 46th, and our Great Central Pacific route the 41st parallel. The new Canada Pacific is to start from Bute Inlet, opposite Vancouver's Island, and to terminate at Lake Nipigon, to the northwest of Lake Superior. At Bute Inlet the harbor accommodation is very good. Crossing the Cascade mountains at the Tete Jaune pass, at a low elevation, the new road is to descend in easy grades down the gradual slope of the Saskatchewan Valley to Manitoba. This is the district formerly known as Prince Rupert's land, surrendered by the Hudson's Bay Company last year, but not at once confederated with the Dominion. The population in 1869 of the whole territory comprised in British Columbia and Manitoba was reported at 28,405 persons. Their total commerce in 1865 was £228,591, in 1866 £202,448, in 1867 £111,796, in 1868 £112,699, in 1869 £152,926. In 1870 the commerce was about £280,000, while the population is estimated at 45,000. It is easy to see that in such a sparse undeveloped region the local traffic for years to come must be extremely small. Much reliance is placed on the large land grant, and the income therefrom will be considerable, though in so high a latitude the temptation to emigrants will be much less than in our own sunnier and more inviting lands. The through traffic, as experience shows, will yield very small net earnings towards paying the guaranteed 5 per cent on the outlay. As the road will therefore be a dead weight on the Canadian Treasury of six and a half millions of dollars a year, at least, it is not difficult to see the ground of the vehement opposition the scheme is meeting from a few economists in the Canadian legislature.

There are rumors, however, that the Imperial Treasury will in some way interpose, and the railroads of British India show that England is prepared to make great sacrifices to secure in any contingency a free development and an uncontrolled communication for her oriental customers and her Indian possessions. As a great military road the British Pacific offers advantages which cannot be overestimated for the consolidation and unification of the Colonies. At present our Central Pacific road offers the only swift route through an English-speaking country to the ports of the western coasts of this Continent; while the Panama Railroad offers similar facilities to the ports of South America. The Asiatic ports of Russia, the newly opened ports of Japan and China, the Sandwich Islands, the Spice Islands, New Zealand and Australia, are all developing a new active trade with this country and with Europe. Still the through freight will cost heavily on this long English railroad, and will seek other less costly and established routes. Travel and express freight may, perhaps, be attracted from the better known routes to the new British road. But it is uncertain. There is every reason to believe that the ten years in which this road is to be finished will make New York the undisputed master of European, and San Francisco of Asiatic communication over this Continent.

Moreover, England will find the Suez route to India, whether by railroad or canal, both cheaper and quicker than her proposed Inter-oceanic Railway. The Cape of Good

Hope route will be cheaper, if not quicker. From England to China the time by way of Suez may be less, but the cost higher. To Japan and New Zealand the route over some part of this continent will be much the quickest, as also to the Pacific ports, from Sitka in the north to Valparaiso in the south. But before this road is opened, travel will have become so accustomed to move in our channels of transportation as to be loath to leave them. "Trade loves its old grooves," as we are told, and we should not have attracted to our new American routes so much of the through traffic with the Orient, but for the disturbance of the old routes of travel, by the gold discoveries, the Crimean war, the Indian mutiny, the troubles in Egypt, the Suez Canal, the Mont Cenis summit and tunnel railways, the wars and rumors of war in Continental Europe, and finally by the disturbance of the old Marseilles line of packet steamers and their transfer to Brindisi on the Adriatic, whence steamers can find a much shorter line of voyage to Alexandria than from Marseilles. So great a revolution has not had its analogy in the changes of the grand routes of commerce since the taking of Constantinople by the Turks and the discovery of the Cape of Good Hope by Vasco Di Gama. Our Pacific Railroad was not constructed a year to soon, to enable it to attract over our territory the rich oriental commerce thus disturbed from its old channels. When the quietude has been re-established and trade has become established in its settled grooves, it will not be so responsive to new impulses or so susceptible of new directions.

STEAM POWER FOR THE CANALS.

A bill is now pending in the Legislature at Albany which seeks the accomplishment of important practical results, and which, with the modification of certain objectionable features, should become a law without unnecessary delay. Its object is to encourage the invention of some practical means of applying steam power to the movement of canal tonnage, and to this end it authorizes the State Treasurer to pay the sum of one hundred thousand dollars to the owner of any patented plan by which canal-boats may be propelled by steam, caloric or electric power without injury to the banks of the canal. In order that the relative practicability and economy of the different plans may be intelligently decided upon, it is further provided that, during the month of June next, persons owning such inventions shall each be invited to place upon the canal a boat to be propelled by machinery, and submit the same to an examination by a commission consisting of Messrs. George B. McClellan, E. S. Prossner, Van R. Richmond, George Geddes, W. S. Nelson, and others, who shall require all boats submitted to them to make, in their presence, a trial of at least twenty miles, and as much further as they may consider necessary. The conditions to be complied with are as follows: *First*, the boats must make an average speed of three miles an hour, without producing waves great enough to wash the banks; *second*, when making the trial trip each boat must carry one hundred and fifty tons of freight; *third*, each boat must be capable of backing as well as of moving forward; *fourth*, all inventions will be subjected to a competitive test, and each commended in proportion to its simplicity, economy, durability, the amount of tonnage surrendered to machinery, and the inconvenience its adoption would occasion to commerce.

The importance of this bill consists in the fact that it recognizes the importance of substituting steam for horse power in the movement of canal tonnage, and offers an opportunity for the practical trial of all plans now urged by inventors upon the attention of the business community, under circumstances that would secure for the best system the official approval which is needed to gain for it the confidence of

capitalists who may be invited to assist in organizing a company for its practical application to the movement of the canal traffic. There are, however, several objections to it in its present form, the chief among which is found in the fact that it proceeds upon a total misconception of the conditions which are really indispensable to the successful application of mechanical power to the movement of the tonnage of the canals. From a long study of, and a somewhat intimate acquaintance with the subject, we are convinced that what is needed is not steam propulsion but steam traction; in other words, not some ingenious device by which each boat can be made self-propelling, but some form of tug which can draw a train of boats, say five or six, at an average speed of from three to five miles an hour. This is the problem which must be solved, and until its solution is reached it will not be possible to dispense with those relics of antiquity, the tow-path, the mule team and the driver.

The condition under which steam is to be applied to the movement of canal freights are, and must ever remain, the same as those under which it is applied to the movement of railroad freights—namely, the largest possible traction power with the smallest possible consumption of fuel. It will be readily understood by any one even superficially acquainted with the subject of railroad transportation, that if it were necessary to apply power to the movement of each freight car separately, the cost of carrying freights would be increased ten, and in some instances twenty-fold. Not only would each car have a reduced capacity in proportion to the space occupied by its machinery, but each would require a skilled engineer to manage it; and the wages of the engineer, together with the consumption of fuel and oil, and the wear and tear of machinery, would necessitate so great a charge per ton per mile on the freights carried in it, that cartage over common roads would be found cheaper, even for long distances. Much the same results would attend an experiment with propelling machinery on the canals, if each boat were to be made to run by a power of its own, however ingenious the method of its application.

Again, the canal is now fully equipped with tonnage. If any such plan should be adopted, all this must be changed. To build new self-propelling boats to take the place of those now engaged in the movement of canal freights, or to rebuild this immense fleet of barges to admit of the introduction of steam machinery into each, would scarcely be considered practicable; and yet one or the other must be done if steam is to be generally applied on any such principle. But even supposing this original obstacle overcome, is it probable that the increase in speed would so far offset the increased cost of canal freights as to enable the shippers to compete successfully with the railroad companies? Experience has demonstrated to the contrary. It will be remembered that the application of steam to the movement of canal tonnage, on a plan conforming to the conditions of the bill above mentioned, was thoroughly tried on the Erie canal some twelve years ago, and finally abandoned as impracticable. For the propulsion of separate boats nothing better than the common screw is needed, since it meets all the requisite conditions, and is quite as economical as any other method. Some twelve or fifteen years ago a number of capitalists, prominently connected with canal business, undertook the construction of several splendid propellers, built with especial reference to the transportation of grain freights, and the question of steam power on the canal was considered solved. In one sense it was. The boats were in all respects adapted to the business for which they were designed, and there was no lack of freights to employ their full carrying capacity; but after a long trial they were finally withdrawn from the canal as unprofitable, for the simple rea-

son that they could not carry freights as cheaply as they could be carried in boats moved by the primitive horse power. There is, certainly, no good reason for repeating this experiment, for the same results would be reached now as then. As we have before said, what is needed is simply steam traction, which will provide for the movement of canal tonnage, as we find it, without necessitating costly alterations in the barges now engaged in this business, and which will increase the speed of canal navigation while proportionately diminishing its cost. Until this can be furnished no attempt to apply steam will be successful.

We heartily approve of a formal recognition by the State of the necessity for some improvement in the present system of canal traction, and of the appointment of a commission of experts to examine and report upon the practicability of the various plans suggested by ambitious inventors; but to authorize the payment of a State bounty for a device for propelling single boats, would be a waste of money and could only be excused by a plea of ignorance on the part of the Legislature as to the true nature of the difficult mechanical problem for which a solution is sought.

POSITION AND PROSPECTS OF BREADSTUFFS.

When the surrender of Paris was announced, and the termination of the war between France and Prussia became probable, we took occasion, in view of the anticipations which were entertained respecting the effect to be produced upon the markets for Breadstuffs by the restoration of peace, to utter a word of caution to operators both here and at the West. How entirely those suggestions have been justified, will be understood from the fact that prices at any time since, have not been as high as they were then, although favored by smaller stocks here, reduced receipts at the lake ports (we refer in this more particularly to Flour and Wheat), an unusually large export demand for Flour, some decline in ocean freights, a strong speculative feeling, and an easy money market;—a combination of circumstances sufficient, one would suppose, to have caused a material advance in prices. But the fact was, prices were already high. The increased export demand for our Flour and Wheat, which was caused by the war on the Continent, began early in April, 1870, and ceased in March, 1871, lasting about eleven months, and effecting in its progress a considerable reduction in the surplus stocks which we held one year ago, and producing a marked advance in prices, a comparison of which may now be advantageous:

	March 29, '71.	March 27, '70.
Flour.....Shipping Extras, per bbl.....	\$6 65@6 80	\$4 65@4 85
Superfine.....	6 10@ 6 50	4 40@ 4 65
Western trade and family brands.....	7 00@ 9 00	5 00@ 8 50
Wheat.....New Spring, No. 2, per bush.....	1 56@ 1 58	1 10@ 1 14
New Amber Winter.....	1 67@ 1 70	1 25@ 1 28
Corn.....New Western Mixed.....	82@ 84	98@ 1 05
New Western Yellow.....	84@ 85	1 02@ 1 05
Rye.....New.....	1 12@ 1 20	93@ 1 00
Oats.....Western, New.....	67@ 69	55@ 58
Ohio and State.....	64@ 71	58@ 62
Barley.....State.....	95@ 1 05	80@ 95
Canadian.....	1 10@ 1 22	1 00@ 1 10

These figures show an advance in Flour and Wheat of more than forty per cent, and some improvement in all the coarse grains except Corn, the position of which is changed from scarcity to a full supply. At the same time the average price of English Wheat has risen from 40s. 6d. to 53s. 11d., an advance of about thirty-five per cent. This large advance has been so gradually made, and attended with such frequent and sharp fluctuations, that it will doubtless occasion surprise to many who have given the matter close attention. Is it likely to be maintained? is a question which, in view of the approach of the resumption of inland navigation, is exciting no little attention.

It is to be regretted that the statistics of the movement of our Breadstuffs are not more completely and accurately kept. Those of New York and Boston, and of the lake ports, are; but those of such important markets as Baltimore and Phila-

delphia are not considered of sufficient importance by the commercial journals of those cities to require more than a partial record. We have endeavored to supply previous deficiencies in the annexed table of receipts, but have not been able to extend it further back than to January 1st:

RECEIPTS OF FLOUR AND GRAIN AT THE PRINCIPAL RECEIVING MARKETS FOR THE WEEK ENDING MARCH 25TH:

At	Flour. bbls.	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.	Rye. bush.
Chicago.....	21,122	39,973	155,869	46,914	12,727	3,753
Milwaukee.....	7,329	27,283	2,590	7,514	2,069	2,343
St. Louis.....	21,678	118,717	121,738	95,963	6,740	3,083
Toledo.....	6,590	25,285	67,130	19,201	800	.....
Detroit.....	9,356	17,668	19,143	17,854	1,600	.....
Cleveland.....	5,000	17,850	10,150	9,750	.....	.....
Toronto.....	1,000	880	.....	870	6,358	.....
Total for week.....	71,975	247,606	376,620	198,166	34,330	9,064
Previous week.....	76,634	247,774	296,195	168,223	30,912	9,839
Cor. week in 1870.....	92,843	206,253	292,449	77,770	49,598	10,225
Since January 1.....	878,144	4,601,878	5,654,229	1,988,503	622,438	214,873
Same time 1870.....	1,159,051	4,791,598	8,517,517	1,522,242	411,761	170,429

As for our exports, statistics are even more incomplete. They seem to indicate an increased export from the Atlantic seaports to the extent of nearly two hundred thousand barrels—say about 800,000 bbls. this year against 600,000 bbls. last year; an increase which, taken in connection with a falling off in the receipts of nearly three hundred thousand barrels, as indicated above, is a very formidable one. In fact, it would appear that the receipts have exceeded the exports in twelve weeks only about 78,000 bbls., so that the country has been subsisting through the winter almost entirely upon the stocks in store and the production of local millers. But the favorable aspect of this statement has many qualifications. Stocks of Flour were everywhere large on the first of January, and that millers have been busy is demonstrated by the fact that the visible supply of Wheat has fallen off more than two millions of bushels, in the face of receipts nearly as large this year as last, with no increase in the export. Two million bushels of Wheat will make four hundred thousand barrels of Flour, and with stocks two hundred thousand barrels greater on the seaboard in January, 1871, than in January, 1870, it must be evident that no scarcity of Flour can exist. Besides the higher prices of Flour and the relative cheapness of Corn Meal, tend to reduce the consumption of Flour in our own and other markets.

As regards Wheat, it may be fairly estimated that the visible supply at this time is about 8,700,000 bushels against about 10,200,000 bushels one year ago. But the wheat trade for April, 1871, opens under far different auspices than that of April, 1870. Then the Continent came into our market with peremptory orders, and although the demand was no doubt stimulated by the low prices current, a moderate advance in prices did not check the movement; now, there is little demand, except from Great Britain and on orders within strict limits. Then freights were low; the English steamers took out hundreds of thousands of bushels of Wheat at 3@3½d. per bushel; it was only a combination among them that raised the rate to 4d; now, with Corn competing for room, the rates are nearly doubled. Receipts are at present as large as then. The time has arrived when the receipts usually increase, and when a large outward movement, to prevent an increase of (if not to reduce) stocks in store becomes inevitable. Stocks in the leading British markets have become considerably reduced by the call upon them from the Continent, but it must be remembered that this call has now nearly ceased, and that even the present reduced stocks about equal the average of former years. With respect to the probability of a revival of this Continental demand, indications are very uncertain. There was, of course, great waste and destruction during the progress of the Franco-German war, and undoubtedly the sowing of fall grain was much interfered with. Besides, the crops of 1869 were in many parts deficient, so that no great surplus was carried over. There is still a small demand from Spain. On the

whole, then, the situation in France, Germany and Belgium would seem to indicate that a call upon Great Britain and the United States, to meet a deficiency, will be necessary, but of course so long as the present disorganization in France continues shipments to that quarter must be held in check. And may it not prove that the means of buying have been largely swept away by the same causes which seem to have made buying necessary? The revolutionary proceedings in Paris have greatly impaired the credit of France and her people; industrial pursuits have been crippled by the war, and all legitimate sources of income diminished. Vast quantities of food have already been shipped to French markets, and when these shall be exhausted spring will be well advanced. Hence there can be no certain reliance placed upon the renewal of any considerable demand from the Continent; and, under these circumstances, unless there is strong evidence of a short crop this season in Great Britain, the

West may be considered fortunate if its surplus for the remainder of the crop year can be disposed of without incurring any considerable reduction in values.

In the coarser grains, the situation may be regarded as more favorable to holders. The partial failure of the last hay crop has led to an increased demand for grain for feeding purposes. Corn, though in large supply, moves off very freely, both for export and consumption. It is relatively much cheaper than any other cereal. Not only does Great Britain want a large and steady supply, but the Eastern and Middle States have a great deficiency to be made good. Oats and Barley, though showing a full yield and liberal stocks, appear to be much wanted, and the comparatively high prices which Oats are bringing, seem to be no impediment to their sale, while the use of Barley for malting exceeds all previous experience.

RAILROADS OF THE STATE OF NEW YORK.

Below will be found a statement of the stocks, bonds and debts, cost, earnings, dividends, &c. for the year ending September 30 1870, of the Railroads, in whole or in part, in New York State, compiled from the Annual Reports of the Companies to the State Engineer and Surveyor.

Railroads.	Stock.	Bonds.	Debt.	Total.	Length of track—Main Branch—M.	Other roads—M.	Cost of road—M.	Operated—M.	Passenger.	Freight.	Gross earnings—M.	Expenses and rents—M.	Net earnings—M.	Dividends—M.
Adirondack.....	3,763,000	990,000	1,766,928	6,519,928	49 00	1 00	2,881,918	49 00	19,296	44,471	1,567	67,324	49,208	18,116
Albany & Susquehanna.....	3,067,800	4,154,928	414,921	7,637,648	142 00	19 87	7,791,036	164 00	306,942	511,008	63,859	800,704	800,821	79,883
Albany & Vermont.....	600,000			600,000	12 00		600,000							36,000
Albany & West Stockbridge.....														6
Atlantic & Great Western.....														
Avon, Genesee & Mt. Morris.....	194,250	20,000		214,250	15 50	0 50	217,814	15 50	18,685	10,994	3,085	32,944	20,464	11,480
Black River & St. Lawrence.....	128,216			128,216	12 00		128,694							5,086
Black River & Woodhull.....	10,800		115	20,915	10 50	0 25	10,308	10 50						2 1/2
Blossburg & Corning.....	250,000		15,633	265,633	15 64	5 41	528,946							
Boston & Albany.....	19,150,800	1,798,520	470,000	21,419,320	200 40	49 68	21,988,628	269 68	2,188,192	3,365,482	331,313	5,785,967	3,955,673	1,830,314
Buffalo, Bradford & Pittsburg.....	2,286,000	385,500		2,671,500	26 00	50 00	2,669,500	172 50	301,740	264,523	4,189	579,732	359,784	110,948
Buffalo, Corry & Pittsburg.....	428,717	700,000	443,864	1,572,581	43 20	4 00	1,498,629	43 20	86,416	169,446	8,944	264,506	186,308	78,008
Buffalo & Erie.....														
Buffalo, New York & Erie.....	950,000	2,383,000		3,333,000	142 50	14 00	3,383,000							66,500
Buffalo & Washington.....	498,552		107,655	606,207	16 08	0 00	631,221	16 08	23,643	29,294	1,513	54,455	43,845	10,610
Carthage, Water & Sack's H.....	60,431		9,431	69,862			28,776							
Cayuga & Susquehanna.....	589,110			589,110	34 61	5 50	589,111							54,000
Cazenovia & Canastota.....	281,164	20,000		301,164	15 00	0 50	309,110							
Chester.....	380,000			380,000	17 36	1 36	400,000							30,000
Clove Branch.....	150,000		2,591	152,591	4 25	1 00	150,000	4 25	457	10,778	100	10,835	13,326	Loss.
Cherry Valley Sharon & Albany.....	275,000	300,000	10,000	585,000	20 91	0 84	600,000							
Cooperstown & Susq. Valley.....	307,283	10,000	28,606	345,889	16 00	0 25	350,000	17 00	21,216	18,628	2,302	42,146	26,689	1,457
Dunkirk, Warren & Pittsburg.....	498,000	273,000	25,000	796,000			689,000							
Duchess & Columbia.....	1,458,470	1,500,000	115,639	3,074,109	43 00	6 00	2,406,173	43 00	22,867	41,294	1,075	64,756	79,210	Loss.
Elmira, Jefferson & Canandaigua.....	500,000			500,000	46 84	2 89	500,000							25,000
Elmira & Williamsport.....	1,000,000	1,620,000		2,620,000	78 00	14 00	2,620,000	78 00						60,000
Errie.....	83,356,910	28,998,300		112,355,210	459 00	151 25	389 75	73,945,587	945 27	3,166,877	11,825,289	1,197,195	16,179,361	14,824,860
Errie & Genesee Valley.....	63,830			63,830			41,021							
Errie & New England.....														
Far Rockaway Branch.....	75,000	75,000		150,000	6 00		95,173							
Flushing & North Side.....	201,000	825,000		1,026,000	11 00		399,335							
Fonda, Johnst'n & Gloverville.....	50,900	300,000		350,900	10 00		333,425							
Glens Falls.....	26,639	125,000		251,639	5 79	0 07	221,859							
Goshen & Deerpark.....	104,294	226,500	51,500	382,294	11 64	0 32	299,361	11 64	4,767	24,280	1,306	30,355	20,306	10,049
Greenwich & Johnsonville.....	126,300	130,000	10,000	266,300	14 00	0 26	252,484							
Harlem Extension.....	4,000,000	4,000,000	40,509	8,040,509	114 00	2 00	8,039,500	116 00	66,084	122,021	5,585	198,619	226,438	Loss.
Hempstead & Rockaway.....	100,000			100,000			62,323							
Hudson & Boston.....	175,000			175,000	17 88	4 00	208,086	17 88						
Hudson River.....														
Hud. Sup. B. & New Eng. R'y.....	15,750			15,750										
Ithaca & Athens.....	286,700			286,700			268,385							
Ithaca & Cortland.....	305,860			305,860			295,860							
Lake Champlain & Moriah.....	300,000		110,140	410,140	7 18		296,464	7 18						
Lake Ontario Shore Line.....	22,545			22,545			22,545							
Lake Shore & Michigan So.....	34,938,000	22,001,000	1,573,315	58,512,315	942 25	118 83	95 45	52,904,734	1061 08	4,225,298	8,306,254	639,683	13,171,235	8,288,935
Lebanon Springs.....														
Long Island.....	3,000,000	1,500,000	240,000	4,740,000	98 00	60 00	5,016,402	158 00	391,412	296,447	63,615	751,474	612,187	139,287
Middleburg & Schoharie.....	85,000	16,000		101,000	5 75	0 75	101,000	6 50						
Middletown & Crawford.....	84,837		10,151	94,988			15,888							
Middletown, Union & Wat. Gap.....	110,050	225,000	56,850	391,900	13 00	0 52	351,883	13 00	10,723	29,100	6,983	46,606	32,043	14,563
Montgomery & Erie.....	150,515	177,000	4,550	332,065	10 26	0 66	328,555	10 26	13,108	27,047	2,148	42,298	27,938	14,360
Monticello & Port Jervis.....	405,557	500,000	5,000	910,557	19 00	0 07	905,480							
Monticello & Plattsburgh.....	1,000,000			1,000,000	23 00	23 00	1,000,000	43 00	49,354	65,838	3,725	119,817	122,229	Loss.
N. Y. Central & Hudson Riv.....	99,428,330	13,661,807	1,167	113,111,304	541 75	296 60	60 61	69,222,501	937 75	6,798,592	14,489,216	1,135,511	22,363,819	14,297,055
N. Y. Housatonic & North'n.....	221,700	141,500	33,400	396,600	5 11		391,088							
New York & Hudson.....	8,000,000	5,701,540		13,701,540	130 75	2 12	45 90	13,763,272	156 87	1,048,897	1,288,638	371,552	2,709,771	1,711,288
New York & New Haven.....	6,750,000	1,061,500		7,811,500	62 29	67 12	8,313,645	76 79	1,715,544	415,060	131,363	2,241,967	1,409,807	832,650
N. York & Oswego Midland.....	4,902,709	1,946,800	25,250	6,874,759	152 00	49 00	7 50	8,318,618	147 00	117,139	168,470	26,830	309,989	167,509
Niagara Br. & Canandaigua.....	1,000,000			1,000,000	99 00		1,000,000							
North Shore (L. L.).....	188,446	185,000	6,000	380,446	8 00		300,549							
Northern of New Jersey.....	1,000,000	400,000		1,400,000	21 25	4 50	527,482							
Nysack & Northern.....	58,025	100,000	40,684	138,659	4 38		145,674							
Ogdensburg & L. Champlain.....	5,051,800	529,800	101,464	5,683,064	118 00	4 00	5,765,779	122 00	162,394	368,217	20,302	941,413	646,643	294,890
Oswego & Rome.....	300,000	612,100	28	912,128	28 68	3 25	900,953							
Oswego & Syracuse.....	798,400	301,000		999,400	43 98	9 04	1,641,313	52 97	130,471	191,949	27,214	349,634	268,975	85,659
Poughkeepsie & Eastern.....	483,874	100,000	176,302	760,176	15 26		629,198							
Rensselaer & Saratoga.....	6,000,000	1,625,000		7,625,000	175 00	30 00	7,294,066	181 00	638,656	884,587	152,949	1,656,169	1,068,524	587,345
Rochester & Genesee Valley.....	557,560	70,000	5,000	632,560	18 45	1 73	671,293							
Rome, Watertown & Ogdens.....	2,997,800	1,442,724	335	4,440,859	141 11	48 52	20 18	4,000,000	218 63	570,277	735,716	78,960	1,324,943	849,672
Rondout & Oswego.....	1,256,936	12,000	7,603	1,276,539	33 08		1,106,473	33 03	8,891	11,771		20,662	3,284	17,378
Saratoga & Schenectady.....	300,000	40,000		340,000	21 00	1 57	454,884							
Saratoga & Susquehanna.....	22,300		285,985	308,285			285,148							
Schoharie Valley.....	69,800	55,000	900	125,800	4 88	0 30	90,143	4 38	7,296	7,515	1,802	16,613	11,860	5,233
Skanateles.....	77,600	35,000	385	113,165	5 00	0 50	130,095	5 00	10,532	14,513	5,058	30,108	16,419	13,784
Sodus Bay & Southern.....	1,681,826	547,000	612,208	2,791,034	68 00	8 62	2,709,424	68 00	32,494	20,657	4,287	57,438	26,382	32,056
Southern Branch.....	1,000		17,663	18,663	1 00		17,962	1 00						
Southern.....	1,000,000	2,250,000		3,250,000	57 00	1 25	60 13	2,619,133	73 25	234,550	114,796	8,822	358,168	196,197
Spartanburg & Ft. Morris.....	300,000			300,000			299,355							
Staten Island.....	700,000	200,000	40,000	940,000	18 00	0 33	970,386	13 00	78,585	7,781	229,245	292,579	219,226	72,881
Sterling Mountain.....	80,000	350,000		430,000	7 60	1 00	502,468	7 60	1,179	48,886		50,015	27,756	22,239
Syracuse, Binghamton & N. Y.....	1,670,130	1,696,825	13,783	3,379,738	81 00	16 25	3,707,684	81 00	174,399	544,123	25,500	744,022	434,110	309,912
Syracuse & Chenango Valley.....	208,550			208,550			119,963							
Syracuse Northern.....	828,456			828,456			386,431							
Troy & Bennington.....	75,400	100,600	585	176,585	5 88	0 38	288,968							

of shipments already sent out, and would probably involve merchants in heavy losses. Even as things are, it is very problematical whether recent shipments may not fail to realize profitable returns. In the afternoon the shipments of the market became quieter. A fair business has been done yesterday and to day, but it can scarcely be said that an advance has been really established. Compared with late years, spinners are now doing well, but in many departments the profits which they are making are much exaggerated. During the present week good qualities of 40's mule in the bundle have been sold so low as 12½d. per lb., 49's pin cops at 11½d. per lb., 50's pin cops at 12½d. per lb., and 24's water twist at 1s. per lb. These may not be general market prices quoted, but sales of good yarn at such rates, and for fair quantities, have actually occurred during the week.

Annexed is a return showing the imports and exports of cotton into and from the United Kingdom, from September 1 to March 15, compared with the corresponding period last year:

	1870-1.		1869-70.	
	Imports.	Exports.	Imports.	Exports.
American.....bales	1,386,39	167,335	564,821	67,814
Brazilian.....	211,680	27,392	203,835	33,493
East Indian.....	62,151	30,304	792,028	316,941
Egyptian.....	177,400	6,332	1,262,7	2,448
Miscellaneous.....	161,288	4,677	60,273	9,378
Total.....	2,457,81	535,040	1,793,479	431,749

Annexed is a return showing the imports and exports of bread-stuffs into and from the United Kingdom during last week, and since the commencement of the season, compared with the corresponding periods in 1869-70:

FOR THE WEEK ENDING MARCH 11.

	1870-71.		1869-70.	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	624,516	213,827	2,584,4	7,021
Barley.....	140,88	6,41	73,086	33
Oats.....	35,177	50,753	2,557	9,965
Peas.....	37,618	4,93	2,055	435
Beans.....	73,87	93	31,031	7
Indian corn.....	2,483	681	210,701	105
Flour.....	101,29	45,62	45,627	183

SINCE THE COMMENCEMENT OF THE SEASON (AUG. 28).

	1870-71.		1869-70.	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	17,518,77	1,670,00	24,880,214	138,784
Barley.....	4,770,002	40,103	4,254,215	11,808
Oats.....	4,374,44	720,804	5,514,99	56,629
Peas.....	4,5066	35,896	7,5185	9,15
Beans.....	133,534	7,012	1,27,203	1,177
Indian corn.....	8,526,54	57,436	11,310,426	12,472
Flour.....	2,497,624	1,209,363	3,638,823	10,333

For the corresponding periods in 1868-69 the figures were as under:

	Imports.		Exports.	
	For the week.	Since Sept. 1.	For the week.	Since Sept. 1.
Wheat.....cwt.	512,14	16,028,160	135	135,586
Barley.....	2,4613	6,883,801	3,439	74,707
Oats.....	13,765	3,19,758	611	65,357
Peas.....	5,164	735,505	212	6,684
Beans.....	54,322	1,44,534	3,730	640
Indian Corn.....	259,372	7,665,241	396	20,448
Flour.....	93,324	2,219,350		

It is stated that more than 600 workshops will be reopened in Paris on Monday.

The money market has been quieter, and the rates of discount are somewhat easier. The Russian loan has been subscribed, and the lists have been closed. It is reported that the applications made here from all, including foreign sources, have not exceeded £9,000,000. This is a remarkable contrast to the loan which was brought out at the commencement of last year. When Messrs. Rothschild, owing to the immense number of applications, were compelled to close the subscription list before the time mentioned in the prospectus. The commercial demand for money is very moderate, but an improvement in this respect may soon be anticipated. The following are the quotations:

	1870.	1871.		1870.	1871.
Bank minimum.....	3 @...	3 @...	4 months' ba'k bills	3 @3½	3 @3½
Open-market rates:			6 months' ba'k bills	3 @3½	3 @3½
3 and 60 days' bills	2½ @3	2½ @2½	4 and 6 trade bills	4 @4½	4 @4½
3 months bills.....	3 @3½	2½ @3			

The rates of interest allowed on the joint stock banks and discount houses for deposits are as under:

	1870.	1871.
Joint stock banks.....	2	2
Discount houses at call.....	2	2
Discount houses with 7 days' notice.....	2½	2½
Discount houses with 14 days' notice.....	2½	2½

Annexed is a return showing the present position of the Bank of England, the bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, and of No. 40 mule yarn, fair second quality, compared with the four previous years:

	1867.	1868.	1869.	1870.	1871.
Circulation, including					
Bank post bills.....	22,316,409	23,493,470	23,185,923	22,384,130	23,564,553
Public deposits.....	3,780,49	5,927,24	7,302,737	11,572,51	10,051,092
Other deposits.....	16,955,505	19,737,714	17,588,801	16,537,73	20,753,287
Government securities	13,111,068	13,272,162	14,126,537	13,715,214	12,115,418
Other securities.....	18,876,738	17,771,440	19,819,392	19,751,53	23,799,607
Reserve of notes and coin	12,611,551	13,253,202	10,376,187	12,221,375	13,744,570
Coin and bullion.....	19,461,446	21,251,497	23,114,123	20,174,915	21,609,645
Bank rate.....	3 p.c.	3 p.c.	3 p.c.	3 p.c.	3 p.c.
Consols.....	91½	92½	92½	92	92
Price of wheat.....	59s. 4d.	78s. 1d.	48s. 10d.	40s. 9d.	58s. 8d.
Mid. Upland cotton.....	18½d.	10½d.	11d.	11½d.	*7 2-18d.
No. 40 mule yarn.....	1s. 6½d.	1s. 2½d.	1s. 2½d.	1s. 3½d.	*1s. 9d.
* Price March 9.					

The quotations for money at the leading Continental cities are as follows:

	B'k rate.	Op. m't.		B'k rate.	Op. m't.
	1870. 1871.	1870. 1871.		1870. 1871.	1870. 1871.
At Paris.....	2½ 6	2 5	Brussels.....	2½ 4	2½ 3½
Vienna.....	5 6	5 5	Madrid.....	5 5	5 5
Berlin.....	4 4	3½ 3½	Hamburg.....	—	—
Frankfort.....	4 3	2½ 2½	St. Petersburg.....	5 8	4½ 7
Amst'd'm.....	4 3½	3½ 3			
Turin.....	5 6	5 6			

Bills on Paris have been in flat demand, and the short exchange has been as low as 25f. 15c. There has also been an active inquiry for bills on Brussels. The bullion market presents no important features. The export demand for gold is sufficiently active to absorb all arrivals, and as regards silver, Mexican dollars of the old coinage sell freely for China. The following prices of bullion are from the circular of Messrs. Pixley & Co.:

	GOLD	S. d.	S. d.
Bar Gold.....per oz. standard.	77 9	27 9½	
do fine.....do	77 9	27 9½	
do Refinable.....do	77 11	27 11	
Spanish Doubloons.....per oz.	—	—	
South American Doubloons.....do	73 8	27 11	
United States gold coin.....do	76 3	27 11	

	SILVER.	S. d.	S. d.
Bar Silver, Fine.....per oz. standard last price	5 0½	27 9½	
do do containing 5 grs. gold per oz. standard.....	5 0½	27 9½	
Fine Cake Silver.....per oz. no price	—	—	
Mexican Dollars.....per oz. 1st price	4 11½	27 9½	

There has been more firmness in the Stock Exchange during the week, and foreign Government stocks have shown more buoyancy than for some time past. Canadian railway securities—chiefly Grand Trunk—have been largely dealt in, and during the first three days of the week a further important rise took place. Latterly, however, owing to realizations, prices have receded to a slight extent. United States Five-Twenty bonds were dull in the early part of the week, but have since improved. In Atlantic and Great Western Railway securities, there has been considerable animation, owing to the receipt of a telegram from New York that a foreclosure and sale of the line had been obtained in the New York State Courts. Erie Railway shares have continued dull. The following were the highest and lowest prices of consols and the principal American securities on each day of the week:

	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
Consols.....	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾
U. S. 5-20s, 1862.....	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾
U. S. 5-20s, 1864.....	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾
U. S. 5-20s, 1865.....	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾
U. S. 5-20s, 1867.....	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾	91½-91¾
U. S. 10-40s, 1904.....	88½-89	88½-89	88½-89	88½-89	88½-89	88½-89
Atlantic & G't West.....	29½-30½	30-31	31-32	32-33	33-34	34-35
Consolidated Mortg'ds.....	115-116	115-116	115-116	115-116	115-116	115-116
Erie Shares (\$100).....	115-116	115-116	115-116	115-116	115-116	115-116
Illinois Shares (\$100).....	115-116	115-116	115-116	115-116	115-116	115-116

Atlantic and Great Western Railway debentures have advanced to 40½.

The funded loan of the United States is attracting very little attention in the market. One effect is that the upward movement in Five-Twenty bonds has been checked, owing to the circumstance that certain issues can now be paid off at par. The price of the bonds cannot be expected therefore to advance beyond that point, excepting when several months of interest are due upon them. As soon as the Government obtains large subscriptions in the United States, the scheme is likely to be followed up more readily here. It is probable, however, that France will offer about 6 per cent for a loan in this country, and should such prove to be the case the question of the United States loan must remain in abeyance for some months.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph, as shown in the following summary:

London Money and Stock Market.—All classes of American securities have improved during the week, and closed steady at the advanced prices. In Atlantic and Great Western the rise has been very noticeable, quotations being 7½c. higher than one week ago.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	92½
U. S. 6s (5-20s, 1862).....	92½	92½	92½	92½	92½	92½
U. S. 6s (5-20s, 1864).....	91½	91½	91½	91½	91½	91½
U. S. 10-40s.....	89	89	89	89	89	89
Illinois Central shares.....	110½	110½	110½	110½	110½	110½
Erie Railway shares.....	17½	18	18½	18½	18½	18½
Atlantic & G. W. (con's).....	37	37½	38	38	38½	38½

The daily closing quotations for United States 6s (1862) at Frankfurt were:

	96½	96½	96½	96½
Frankfort.....	96½	96½	96½	96½
Liverpool Cotton Market.—See special report of cotton.				
Liverpool Breadstuffs Market.—Prices have not varied materially during the week. California Wheat closes at a slight advance, and Canadian Peas and Corn are also higher.				

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western).....	27 9	27 6	27 6	27 6	27 6	27 0
Wheat (No. 2 Mt. Red).....	10 10	10 10	10 10	10 10	10 10	10 10
Wheat (Red Winter).....	11 0	11 0	11 0	11 0	11 0	11 0
Wheat (California White).....	11 6	11 11	11 11	11 11	11 11	12 0
Corn (W. m'd).....	34 0	34 0	34 0	34 0	34 3	34 3
Barley (Canadian).....	4 0	4 0	4 0	4 0	4 0	4 4
Oats (Am. & Can.).....	4 4	4 4	4 4	4 4	4 4	4 4
Pork (Canadian).....	504 6	41 6	41 6	41 6	41 6	43 6

Liverpool Provisions Market.—There has been a marked decline in Beef, and Pork has dropped 1s., and other articles are steady.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (ex. pr. mess).....	112 6	112 6	112 6	112 6	112 6	112 6
Pork (Etn. pr. mess).....	80 0	80 0	80 0	79 0	79 0	79 0
Bacon.....	47 6	47 0	47 0	47 0	47 0	47 0
Lard (American).....	57 0	57 0	57 0	57 0	57 0	57 0
Cheese (fine).....	70 0	70 0	70 0	70 0	70 0	70 0

Liverpool Produce Market.—The market closes quiet at a decline in Tallow and in Common Rosin. In Petroleum there is a slight improvement.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (com. Wilm.).....	112 6	112 6	112 6	112 6	112 6	112 6
Petroleum (std white).....	1 4 1/4	1 4 1/4	1 4 1/4	1 4 1/4	1 4 1/4	1 4 1/4
Tallow (American).....	44 0	43 3	43 6	43 6	43 6	42 6

London Produce and Oil Markets.—Lined and Lined oil, though rallying somewhat at the close, have been weak and are lower.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Lined oil (c/c) (obl).....	10 15 0	10 15 0	10 15 0	10 15 0	10 15 0	10 15 0
Linseed (Calcutta).....	63 6	63 6	63 6	63 0	63 0	63 0
Sugar (No. 12 Dec std).....	35 10	35 10	35 10	35 10	35 10	35 1 00
Sperm oil.....	84 0	84 0	84 0	84 0	84 0	83 0 00
Whale oil.....	36 0	36 0	36 0	36 0	36 0	36 0 00
Linseed oil.....	38 0	31 15 0	31 15 0	31 15 0	31 15 0	32 0 00

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in dry goods, and a considerable increase in general merchandise. The total imports amount to 7,580,607 this week, against \$7,383,892 last week, and \$8,209,446 the previous week. The exports are \$4,441,092 this week, against \$5,123,187 last week, and \$6,264,325 the previous week. The exports of cotton the past week were 19,817 bales, against 25,931 bales last week. The following are the imports at New York for week ending (for dry goods) March 24, and for the week ending (for general merchandise) March 25.

	1868.	1869.	1870.	1871.
Dry goods.....	\$1,670,180	\$2,619,046	\$1,729,483	\$2,618,098
General merchandise.....	3,626,993	3,627,361	3,199,469	4,968,509
Total for the week.....	\$5,297,173	\$6,246,407	\$4,928,952	\$7,586,607
Previously reported.....	50,330,025	55,635,909	56,383,904	73,691,278

Since Jan. 1..... \$55,627,198 \$61,882,316 \$61,212,856 \$81,271,885

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending March 28:

	1868.	1869.	1870.	1871.
For the week.....	\$3,996,447	\$3,085,359	\$3,559,558	\$4,441,092
Previously reported.....	38,466,498	34,017,757	37,826,325	55,514,030

Since Jan. 1..... \$42,462,945 \$37,103,152 \$41,885,883 \$59,955,122

The following will show the exports of specie from the port of New York for the week ending March 25, 1871:

	1868.	1869.	1870.	1871.
March 20—Str. Cleopatra, Havana—				
Spanish gold.....	\$604			
March 20—Str. Rising Star, Aspinwall—				
American gold.....	5,000			
American silver.....	550			
March 21—Str. Holstia, Hamburg—				
Silver bars.....	15,300			
March 21—Str. City of Dub. lin, St. Johns, N. Foundland—				
American gold.....	30,000			
March 22—Str. Idaho, London—				
American gold.....	70,000			
Mexican silver.....	109,000			
March 23—Str. Algeria, Liverpool—				
Foreign gold.....	4,900			
American gold.....	55,000			
Gold bars.....	41,532			
Silver bars.....	215,736			
March 23—Str. Batavia, Liverpool—				
Silver bars.....	11,846			
Gold bars.....	4,169			
Total for the week.....				\$1,531,579
Previously reported.....				11,857,437

Total since Jan. 1, 1871..... \$13,389,016

	1870.	1869.	1868.	1867.
Same time in.....	\$5,375,362	7,439,864	14,167,734	6,068,603
1869.....				5,364,804
1868.....				4,392,526

The imports of specie at this port during the past week have been as follows:

March 23—Str. City of Mexico, Vera Cruz—		Gold.....	\$400
Silver.....	\$23,050	March 23—Sch. E. Woodward, Belize—	
March 22—Sch. Helen M. Woodward, Belize—		Gold.....	400
Silver.....	2,772	March 25—Str. Columbia, Havana—	
		Gold.....	150

Total for the week..... \$26,772

Previously reported..... 2,721,606

	1870.	1869.	1868.	1867.
Same time in.....	\$3,931,813	3,611,712	1,088,199	408,139

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National banks and balance in the Treasury:

Week ending	For Circulation.	For U. S. Deposits.	Total.	—Bal. in Treasury—	Coin certificates.
Jan. 7.....	346,830,000	15,819,500	362,649,500	100,574,511	25,150,026
Jan. 21.....	348,367,200	15,719,500	364,086,700	101,823,000	26,294,000
Jan. 28.....	349,365,900	15,744,500	365,110,400	102,128,000	26,379,000
Feb. 4.....	350,048,750	15,819,500	365,868,250	99,127,000	26,511,000
Feb. 11.....	350,623,700	15,819,500	366,443,200	99,448,000	26,945,400
Feb. 18.....	351,253,000	15,919,500	367,172,500		27,354,000
Feb. 25.....	352,575,000	15,899,500	368,474,500		
Mar. 4.....	353,075,000	15,961,500	369,036,500	100,883,000	16,252,000
Mar. 11.....	353,730,350	15,811,500	369,541,850		29,779,000
Mar. 18.....	354,164,000	15,811,500	369,975,500	104,490,000	33,770,000
Mar. 25.....	354,164,000	15,723,500	369,887,500		27,357,000

2.—National bank currency issued (weekly and aggregate), in return for bills destroyed and mutilated bills returned (weekly and aggregate) with the amount in circulation at date:

Week ending	Current week.	Aggregate—Current week.	Mutilated notes burned.	Notes in circulation.
Jan. 7.....	338,240	34,054,855	233,300	35,295,638
Jan. 21.....	391,920	34,986,115	406,100	36,194,638
Jan. 28.....	219,548	35,205,663	426,849	36,620,987
Feb. 4.....	763,828	35,749,943	994,624	37,129,262
Feb. 11.....	428,340	35,424,455	173,950	37,703,212
Feb. 18.....	432,900	35,662,728	382,755	38,233,997
Feb. 25.....	432,940	35,668,395	385,770	38,612,707
Mar. 4.....	670,370	37,535,583	508,050	39,130,812
Mar. 11.....	664,320	38,199,903	617,865	39,748,682
Mar. 18.....	806,990	39,006,893	461,900	40,210,582
Mar. 25.....				311,780,108

3.—Fractional currency received from the Currency Bureau by U. S. Treasurer, and distributed weekly; also the amount destroyed, and legal tenders distributed:

Week ending	Received.	Fractional Currency.	Destroyed.	Leg. Ten.
Jan. 7.....	682,500	234,897	407,603	642,494
Jan. 21.....	653,000	704,366	719,100	1,072,974
Jan. 28.....	601,400	388,285	699,200	2,299,230
Feb. 4.....	608,000	582,544	726,400	2,292,723
Feb. 11.....	604,500	390,146	644,800	2,759,053
Feb. 18.....	961,000	673,227	649,100	747,728
Feb. 25.....	177,800	176,472	307,300	555,671
Mar. 4.....	383,600	856,452	715,600	5,129,010
Mar. 11.....	604,500	397,475	632,241	2,299,230
Mar. 18.....	611,500	296,397	540,700	2,943,000
Mar. 25.....	639,000	391,941	709,762	1,540,950

Mobile Finances.—A correspondent in Mobile sends the following statement of the financial affairs of the city:

"These bonds (Mobile bonds) save the recent issues of \$300,000 to the Grand Trunk Railroad and \$300,000 for wharf purchase (the latter of which is not recognized as regular) mature in equal proportion each year until the date of their maturity. The old city debt, now outstanding, is \$1,232,900—\$380,000 5 per cents and \$852,900 8 per cents.

Please bear in mind that for the past three years our government has been in the hands, to a great extent, of strangers and others having very little real interest in the city or its credit—placed in power by no agency of our citizens, there has been a want of confidence, if not mismanagement and irregularities until, on retiring to give place to a board elected by the people on the 1st of January past, they left an empty treasury and a debt of some \$300,000. The result was a temporary default on the January coupons—not from necessity, as means were tendered—but for time to take a view of the situation. This interest has since been met, and the Legislature has recently granted authority for the issue by the city of \$400,000 8 per cents. bonds, a portion only of which will be disposed of this year to provide for this debt and the payment of maturing bonds.

As will be seen by this statement the city has good assets to the amount of \$1,732,715 \$4—about one-half of which will realize an income equal to the interest on same amount of bonds.

The estimated amount required for city expenses and interest this year is \$312,000. Tax from real estate, \$30,300,000, at 1 1/2 per cents, \$253,500. Receipts from other sources about \$150,000; say \$403,500. This is our Treasurer's estimate.

With this showing, and the management of affairs in the hands of her citizens, Mobile City bonds ought to stand higher than 80 or 85 in your market.

Chesapeake & Ohio Railroad.—From a pamphlet recently issued by the Chesapeake & Ohio Railroad Company, we gather that they have secured the line of shortest portage between tide-water and western inland steamboat navigation, and also the shortest route from our most important western cities to coastwise vessels. This will be seen by the following comparison of distances by the old and new routes:

	To Cincinnati.	To Louisville.	To St. Louis.	To Memphis.	To Nashville.	To Columbus, O.	To Indianapolis.	To Chicago.
Richmond, via Ches. & Ohio.....	591	645	902	992	800	561	677	875
Baltimore, via Ches. & Ohio.....	591	645	902	992	800	561	677	875
Philadelphia, via Penn. R.R.....	668	775	992	1,152	960	548	736	823
New York, via Erie Railway.....	861	997	1,201	1,354	1,182	755	935	983
New York, via N. Y. Central.....	883	940	1,144	1,354	1,176	761	930	980
Boston, via N. Y. Central.....	941	998	1,202	1,426	1,284	839	888	1,038

* By a contemplated line from the Ohio River to Dayton, this distance will be reduced to 822 miles.

The advantage in grades, however, is more conspicuous even than that of miles. This line from the Chesapeake to Cincinnati

can be, and ultimately will be, constructed as a freight road having light grades going east (the direction of heavy freights), averaging ten feet, and not exceeding thirty feet to the mile; and the same average and maximum going west, with a single exception, at one point, of sixty feet per mile. These grades will be recognized as something superior for roads traversing a prairie country, and for a line crossing a mountain range at an elevation of two thousand feet are marvellous.

Ohio and Mississippi.—This Company is preparing to change its gauge from six feet to four feet nine inches. Changes in the rolling stock are now being made, and forty new locomotives are contracted for to be delivered in July. By the end of that month it is intended to have the gauge changed. It will then form the western section in a short line from Baltimore to St. Louis.

Richmond and Petersburg.—The Virginia Legislature has passed a bill for the sale of the State's interest in this road (\$500,000) to H. H. Ellison and others. This, it is understood, gives the control of the line to the Pennsylvania Railroad Company.

Lease of Lehigh Coal and Navigation Company.—PHILADELPHIA, March 28.—At a meeting of the stockholders of the Lehigh Coal and Navigation Company to-day the lease of the Lehigh and Susquehanna road to the New Jersey Central was approved by a stock vote unanimously.

—The Port Huron and Lake Michigan Railroad Company, of Michigan, extends from the terminus of the Great Western and Grand Trunk Railway at Port Huron to the city of Owosso, crossing the Flint and Pere Marquette Railway at Flint, and connecting with the Detroit and Milwaukee Railroad and the Jackson, Lansing and Saginaw Railroad, creating the most direct line from the East to Grand Huron, Milwaukee and St. Paul, and opening a new and short route to Chicago. It commands the rich lumber, stone, coal and grain traffic of Northern Michigan; contracts have been executed by which all the advantages of an unbroken through line are secured to this Company. The Great Western Railway of Canada and the Detroit and Milwaukee Railroad have contracted to invest forty per cent of the gross earnings accruing from all traffic interchanged with it, in their first mortgage bonds, thus creating a sinking fund equal to their absorption in less than ten years. A portion of the bonds remaining unsold are offered for the present at 90 and accrued interest by Drake Bros., 16 Broad street.

—We call attention to the advertisement of the Elizabethtown and Paducah Railroad eight per cent bonds which are offered by Norton, Slaughter, Smith & Co., W. Alexander, Smith & Co., and Hallgarten & Co., who recommend them highly as a safe and desirable investment. This Company has a bona fide capital of \$3,095,000; the officers and directors are reliable business men of Kentucky. The road traverses a fine agricultural country. There is an abundant supply of bituminous coal and iron ores along the route; 63 miles are completed and the Company have purchased iron which is now being delivered to complete their road to the 113th mile. The entire road will be nearly completed during the present year.

BANKING AND FINANCIAL.

BANKING HOUSE OF HENRY CLEWS & CO., 32 WALL ST., N. Y.
Our business is the same as an incorporated bank.

Deposit accounts can be opened with us in either Currency or Coin, subject to check without notice. Five per cent. interest will be allowed on all daily balances. Checks upon us pass through the clearing house as if drawn upon any city bank.

We issue Circular Letters of Credit for travelers, available in all parts of the world; also Commercial Credits. We make telegraphic transfers of money to any desired point, and transact every description of foreign banking business.

We draw Bills of Exchange in sums from £1 upward on.

The Imperial Bank, and Messrs. Clews, Habicht & Co., London. The Provincial Bank of Ireland, The National Bank of Scotland, and all their branches.

We issue Certificates of Deposit payable on demand or at fixed date, bearing interest, and available at all money centres.

Orders executed for Government and other investment securities; also Gold and Exchange.

Advances made on approved collaterals and against Merchandise consigned to our care.

We make collections of Notes, Drafts, Coupons and Dividends with promptness on all points, and are fully prepared to offer banking facilities upon either currency or gold basis.

**NORTON, SLAUGHTER & CO.,
WM. ALEXANDER SMITH & CO.,
HALLGARTEN & CO.,**

Recommend, after a thorough investigation into the affairs of the Company, as a very safe and desirable investment, the Eight Per Cent First Mortgage Bonds of the Elizabethtown and Paducah Railroad Company of Kentucky. We are only authorized to offer a limited amount of these securities at 87½ and accrued interest. The bonds offered are on the completed portion of the road, which is in successful operation.

HARVEY FISK.

A. S. HATCH.

**OFFICE OF FISK & HATCH, BANKERS,
and Dealers in Government Securities,
No. 5 NASSAU STREET, NEW YORK, March 30, 1871.**

THE SUCCESS OF THE NEW FUNDING LOAN thus far, in the face of many obstacles and disadvantages, warrants the assurance that the Five-Twenty bonds will from this time forward be rapidly funded at a lower rate of interest, and that the time has gone by when United States bonds can be expected to yield more than about four per cent per annum on their market value.

In twenty days, subscriptions for over \$40,000,000 of the NEW FIVE PER CENT LOAN have been received at the Treasury Department, payable in Gold or Five-Twenty bonds at par—equal to about 10 per cent premium in Currency.

Holders of Five-Twenty Bonds must shortly decide between an even exchange for Government bonds bearing 5, 4½ or 4 per cent interest, and some other form of investment in which the present premium on their Five-Twenties may be saved and their rate of interest remain unimpaired.

Safe and reliable six per cent securities, in which investors can feel confidence, which can now be obtained in exchange for Five-Twenties at a considerable difference, or bought for new investments much below the Government FIVE PER CENTS, must be largely sought after and materially advance in market value, as the certainty that the Five-Twenties cannot be relied upon to run much longer at 6 per cent becomes apparent.

THE CENTRAL PACIFIC GOLD BONDS are especially desirable, for the following reasons, viz.:

1. They are secured by a first lien on one of the most productive and profitable railroads in the country, worth several times the amount of the mortgage.

2. They have the further security of the pledge of the credit and good faith of one of the richest and most successful corporations in the country, distinguished for its able and honorable management and high credit, and having a full paid capital stock of about \$60,000,000, with authority to increase its capital to \$100,000,000.

3. They have a fixed time to run—now about 25 years.

4. They are well known and of established credit in all the principal money markets of the world, and are regularly noted and dealt in at the Stock Exchanges of New York, Amsterdam, Frankfurt, Berlin and London, and are as readily salable in large or small amounts, at any time, at quoted market rates, as are Government bonds.

The earnings of the Central Pacific Railroad Company in 1870 were nearly \$8,000,000, and the increase for January and February of this year indicates that the earnings for 1871 will not be less than from \$10,000,000 to \$12,000,000, with a net profit of not less than \$5,000,000, while the interest liabilities of the Company are less than \$2,000,000 per annum.

We deal in these bonds, and buy and sell them at current market rates, and believe them to be as absolutely safe as any investment can be.

They can now be had in exchange for Five-Twenties at a profit of about 15 per cent. This profit may be realized and 6 per cent gold interest continued with entire safety.

FISK & HATCH.

UNION PACIFIC LAND-GRANT BONDS.

**OFFICE OF MORTON, BLISS & CO., BANKERS,
NEW YORK, March 20, 1871.**

The undersigned offer for sale the balance of the Land-Grant Bonds of the Union Pacific Railroad Company. The road has been in operation about twenty months. It is completed in all respects, and its earnings have averaged \$8,000,000 per annum. These bonds bear 7 per cent interest, coupons payable April and October.

They are receivable at par in payment for the Company's lands.

The following summary of the financial condition of the Company is from the address of Colonel Thomas A. Scott to the stockholders, upon his accepting the presidency, at the annual meeting in Boston, March 8:

Land Department.—Bonds, 7 per cent currency, \$10,400,000.
Land Sales.—292,900 acres; proceeds, \$1,306,566; average price per acre, \$4 46.
On account of these sales the company has received and redeemed land-grant bonds to the extent of..... \$736,000
For the remainder the Company holds land-notes maturing in one, two and three years with accruing interest..... 576,650

Total..... \$1,312,650
The condition of the land department may, therefore, be stated thus: Bonds..... \$1,312,650

Principal reduced by bonds redeemed..... \$736,000
Land Notes on hand..... 576,650

Showing an absolute reduction..... \$1,312,650

The Company is entitled, under the grants from Government, after deducting total lands preempted before passage of the act to..... 12,080,000 acres.
From which deduct the amount heretofore sold..... 292,883 acres.

Leaving on hand as an asset..... 11,787,117 acres.

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 25, 1871:

BANKS.	AVERAGE AMOUNT OF				
	Capital.	Loans and Discounts.	Specie.	Circulation.	Net Deposits.
New York	\$1,000,000	\$1,121,700	\$2,831,200	\$828,000	\$1,812,500
Manhattan	2,050,000	5,516,500	492,000	9,500	5,998,600
Merchants	5,000,000	6,899,700	1,044,500	868,100	4,570,800
Mechanics	2,000,000	6,218,700	898,200	212,484	4,618,200
Union	1,500,000	4,385,400	357,000	486,600	2,888,400
America	5,000,000	7,944,300	1,257,823	1,440	7,724,786
Phoenix	1,800,000	4,068,600	778,128	495,000	3,254,900
City	1,000,000	5,389,855	661,707	594,415	410,000
Traders	1,000,000	3,141,327	44,084	708,077	1,821,147
Fulton	600,000	2,001,781	179,782	1,661,784	708,346
Chemical	800,000	6,441,543	389,598	4,541,913	1,200,076
Merchants' Exchange	1,285,000	2,588,776	29,027	2,508,854	772,969
National	1,500,000	3,408,259	276,677	484,519	1,817,771
Butchers	800,000	2,829,000	53,200	1,831,900	488,100
Mechanics and Traders	600,000	1,879,000	12,400	1,967,700	451,900
Greenwich	200,000	1,264,327	2,322	723,706	127,668
Leather Manuf. National	600,000	3,098,002	304,552	259,888	2,141,373
Seventh Ward National	500,000	1,885,182	79,297	173,579	898,247
State of New York	2,000,000	5,999,815	494,810	498,000	4,742,650
American Exchange	5,000,000	6,899,700	1,044,500	868,100	4,570,800
Commerce	10,000,000	21,365,925	660,124	4,248,315	6,158,510
Broadway	1,000,000	7,093,200	524,900	898,800	6,038,700
Ocean	1,000,000	2,238,946	31,097	781,265	1,217,531
Merchants' Exchange	1,000,000	6,218,700	898,200	212,484	4,618,200
Pacific	422,700	2,078,940	11,620	4,700	1,937,570
Republic	2,000,000	5,961,092	1,197,955	947,947	5,101,742
Chatham	450,000	2,092,000	96,600	129,500	1,975,900
People's	1,000,000	2,516,700	5,105	7,500	1,513,700
North American	1,000,000	2,898,527	88,362	4,000	2,407,396
Hanover	1,000,000	2,461,086	178,965	298,070	1,486,317
Irving	500,000	1,568,000	18,000	190,565	1,678,000
Metropolitan	4,000,000	7,499,400	458,738	5,000	6,040,662
Citizens	400,000	1,583,256	37,583	131,075	1,245,069
Nassau	1,000,000	2,363,190	60,566	5,943	2,066,886
Market	1,000,000	2,905,000	108,100	515,970	1,406,500
St. Nicholas	1,000,000	2,774,100	100,300	798,200	1,875,600
Shoe and Leather	1,500,000	3,646,600	45,900	881,000	2,469,500
Corn Exchange	1,000,000	2,712,000	48,740	5,730	1,299,100
Continental	2,000,000	4,280,599	247,841	579,965	2,507,229
Commonwealth	300,000	1,419,720	2,690	4,610	1,189,746
Oriental	400,000	1,785,430	42,880	360,000	1,564,530
Atlantic	300,000	1,062,016	75,551	98,157	1,237,467
Importers and Traders	1,500,000	11,838,600	431,600	595,370	12,744,000
Park	2,000,000	19,268,408	795,967	971,500	20,706,974
Mechanics' Banking Ass.	500,000	1,114,800	19,500	504,760	1,087,600
Grocers	300,000	728,494	7,498	1,915	584,199
North River	400,000	1,441,374	49,435	15,358	1,276,581
East River	850,000	3,800,000	9,400	274,500	3,525,100
Manufacturers & Mer.	500,000	1,375,200	2,400	677	1,048,900
Fourth National	5,000,000	20,147,600	967,200	2,980,100	16,555,200
Central National	5,000,000	11,947,000	136,000	1,052,000	2,984,000
Second National	500,000	1,496,500	100,000	265,000	896,500
Ninth National	1,000,000	7,014,000	130,000	772,000	6,160,000
First National	500,000	5,578,800	164,000	829,700	5,643,900
Third National	1,000,000	5,894,800	438,100	798,000	5,156,700
New York N. Exchange	1,000,000	1,349,100	800	266,800	815,400
Tenth National	1,000,000	4,971,700	90,800	901,600	4,880,600
Bowery National	250,000	1,199,610	12,321	225,000	1,072,610
New York County	300,000	2,000,000	175,000	1,050,000	1,825,000
German American	1,000,000	2,806,200	275,200	2,578,927	328,277
Bull's Head	200,000	1,580,811	5,907	6,889	1,589,795
Stuyvesant	200,000	478,072	4,171	536,391	72,008
Eleventh Ward	200,000	478,072	4,171	536,391	72,008
Ninth National	200,000	775,098	250,000	505,383	182,673
American National	500,000	829,882	40,648	448,560	810,988
Germania	200,000	805,800	7,100	837,100	129,600
Manufacturers & Builders	100,000	1,068,648	4,500	1,063,324	129,600
Total	\$8,970,200	\$21,114,520	\$19,617,007	\$1,588,898	\$25,774,502

The deviations from the returns of previous week are as follows:

Loans	Dec. \$1,462,084	Net Deposits	Dec. \$5,171,341
Specie	Dec. \$3,046,788	Legal Tenders	Dec. \$40,287
Circulation	Dec. 21,817		

The following are the totals for a series of weeks past:

Date.	Loans.	Specie.	Circulation.	Deposits.	Legal Tenders.	Aggregate.
Feb. 18	274,912,500	24,707,337	11,797,841	216,290,838	56,366,636	468,147,419
Feb. 25	278,008,999	23,562,048	11,720,445	217,628,116	57,178,408	469,509,071
March 4	282,631,886	24,862,307	11,640,282	225,079,574	58,719,768	467,481,804
March 11	289,393,394	25,769,176	11,825,071	229,924,534	57,048,884	464,414,867
March 18	292,576,404	26,668,745	11,805,215	230,945,645	55,625,645	468,885,759
March 25	291,114,389	26,117,007	11,853,398	225,774,802	55,193,408	464,164,284

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, March 27, 1871:

BANKS.	Capital.	Loans.	Specie.	L. Tenders.	Total net	Deposits.	Circulation.
Philadelphia	\$1,500,000	\$4,951,000	\$74,000	\$847,000	\$3,185,000	\$1,000,000	
North American	1,000,000	4,049,865	5,941	873,752	2,701,042	797,850	
Farmers and Mech.	2,000,000	4,512,735	60,619	1,038,155	3,138,580	791,880	
Commercial	2,000,000	4,238,500	5,000	548,000	2,891,500	614,000	
Mechanics	800,000	2,852,000	646	341,000	1,197,000	478,150	
Bank N. Liberties	500,000	2,444,000	3,000	580,000	1,969,000	457,000	
Southwark	250,000	1,629,400	25,500	857,800	1,434,300	213,900	
Kensington	250,000	1,078,200	4,810	247,000	767,370	244,100	
Penn.	500,000	3,824,210	4,000	211,455	948,507	173,000	
Wash. ern	400,000	1,342,156	2,407	381,050	1,308,859		
Manufacturers	570,150	1,810,000		233,000	1,008,611	447,196	
Bank of Commerce	250,000	774,470	8,068	292,594	548,911	217,680	
Girard	1,000,000	5,601,000	38,000	690,000	2,417,000	586,000	
Traders	200,000	1,427,570	6,470	353,000	975,274	173,851	
Consolidation	800,000	1,152,984		231,917	750,353	270,000	
City	400,000	1,247,879	8,977	405,960	792,314	382,161	
Commonwealth	800,000	907,724	18,000	276,208	860,989	452,000	
Corn Exchange	500,000	1,696,000	5,800	404,000	1,248,000	210,000	
Union	800,000	1,871,000	8,000	367,000	1,571,000	221,000	
First	250,000	796,000	15,000	280,000	712,000	219,335	
Third	800,000	1,048,400	8,825	847,600	998,700	262,516	
Fourth	200,000	511,608		226,714	1,021,678	179,000	
Sixth	150,000	515,000		158,000	385,000	138,000	
Seventh	250,000	796,000		280,000	712,000	219,335	
Eighth	275,000	900,000		179,000	608,000		
Central	750,000	2,816,900	10,000	622,000	2,179,000	580,000	
Bank of Republic	1,000,000	2,170,000	1,200	428,000	1,399,000	900,000	
Security	300,000	847,000		65,000	150,000	115,000	
Total	\$15,367,150	\$33,304,128	\$344,353	\$12,234,214	\$38,584,876	\$11,026,389	

The deviations from last week's returns are as follows:

Capital	Decrease. 4,000	Legal Tenders	Decrease. 38,417
Loans	Decrease. 413,399	Deposits	Decrease. 388,068
Specie	Decrease. 119,922	Circulation	Increase. 50,902

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks:

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
Feb. 18	52,743,810	686,407	18,375,967	39,657,830	10,902,648
Feb. 27	53,035,743	738,745	18,773,404	39,767,650	10,941,414
March 6	53,444,240	714,399	19,054,369	39,975,267	10,941,966
March 13	53,616,837	678,814	19,173,355	39,958,335	10,986,367
March 20	53,717,422	664,775	19,265,617	40,022,914	10,972,917
March 27	53,304,128	544,338	12,234,214	38,584,876	11,026,389

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, on Monday March 27, 1871:

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Atlantic.	\$750,000	\$1,512,516	\$7,284	\$111,132	\$896,189	\$700,000
Atlas.	1,500,000	2,474,285	7,790	172,805	989,789	700,000
Blackstone.	1,500,000	2,558,321	9,988	810,000	1,485,761	778,500
Boston.	1,000,000	2,025,440	9,490	171,428	1,272,785	895,284
*Boylston.	500,000	1,444,787	814	212,012	786,446	789,114
Columbian.	1,000,000	2,298,897	63,500	392,888	738,472	789,114
Continental.	1,000,000	2,000,287	41,760	128,280	1,018,491	864,942
Everett.	1,000,000	2,548,288	1,784	32,714	438,530	789,500
Freeman's Hall.	1,000,000	2,478,197	72,801	248,667	1,272,736	99,474
Greenbank.	600,000	1,528,530	15,862	132,582	601,892	603,000
Globe.	1,000,000	2,542,278	4,529	149,865	781,527	802,400
Hamilton.	750,000	1,579,004	4,559	149,865	781,527	802,400
Howard.	1,000,000	1,936,927	21,707	151,000	585,518	442,426
Market.	800,000	1,489,862	6,183	85,525	574,180	300,442
Massachusetts.	800,000	1,889,969	14,199	191,099	874,482	240,884
Maverick.	400,000	910,274	15,862	59,581	317,233	240,884
Merchants.	3,000,000	8,097,692	228,176	1,691,256	2,749,155	1,668,025
Mount Vernon.	200,000	660,566	3,313	79,194	189,640	178,406
New England.	1,000,000	2,258,699	22,878	409,716	738,515	789,114
North.	1,000,000	2,281,236	25,567	309,500	780,470	789,114
Old Boston.	1,000,000	1,575,643	146,740	300,788	1,182,645	800,214
Shawmut.	1,000,000	2,069,070	42,860	107,162	892,925	789,114
Shoe & Leather.	1,000,000	2,178,382	82,780	289,955	628,508	800,214
State.	2,000,000	3,719,565	109,379	316,290	899,910	971,024
Suffolk.	1,500,000	3,341,551	95,918	321,456	692,167	632,432
Traders.	600,000	1,385,847	11,814	32,456	692,167	632,432
Tremont.	2,000,000	3,200,138	233,353	435,495	760,010	771,000
Washington.	750,000	1,892,010	68,208	49,167	661,854	580,000
First.	1,000,000	1,882,860	26,233	433,342	1,253,738	775,282
Seaside (Grand).	1,000,000	1,420,129	114,827	1,158,247	1,158,247	782,500
Third.	800,000	1,207,006	130,760	1,085,247	1,085,247	782,500
Bank of Commerce.	3,000,000	4,471,698	2,470	566,183	1,386,196	826,000
Bank of N. & A.	1,000,000	2,340,130	130,000	289,000	484,000	590,344
Bk of Redemption.	1,000,000	5,055,388	58,104	1,791,014	1,791,014	724,000
Bank of Republic.	1,500,000	2,800,578	7,497	304,667	736,618	700,000
City.	1,000,000	1,677,046	7,497	217,143	606,905	542,532
Exchange.	1,000,000	1,677,046	7,497	217,143	606,905	542,532
Hide & Leather.	1,500,000	4,048,619	111,699	382,672	656,835	826,000
Beverly.	2,000,000	3,057,239	10,412	229,739	538,608	700,000
Society.	2,000,000	3,057,239	10,412	229,739	538,608	700,000
Union.	2,000,000	2,507,513	105,548	138,857	598,801	129,000
Webster.	1,500,000	3,023,086	51,456	322,485	1,971,657	699,000
Broadway.	200,000	508,494	12,552	57,898	105,742	175,723
Total.	\$47,500,000	\$111,149,898	\$1,929,961	\$12,906,442	\$48,249,150	\$23,741,444

The Active Stocks and Bonds given on a Previous Page are not Repeated here. Quotations are made of the Per Cent Value, Whatever the Par may be. Southern Securities are Quoted in a Separate List.

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The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES

1. Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" and; quotations of other securities will be found on the preceding page.

2. Bank and Insurance Stocks, Mining, Petroleum, City Railroad and Gas Stocks, and Southern Securities of those kinds which are least active, are all quoted either regularly or occasionally at the end of "Bankers' Gazette," on a previous page.

3. The Table of Railroad, Canal and Other Stocks, on the next page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (*) indicates leased roads; in the divided column x=extra; s=stock or scrip.

4. The Tables of Railroad, Canal and Other Bonds occupy in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are frequently given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.=January and July; F. & A.=February and August; M. & S.=March and September; A. & O. =April and October; M. & N.=May and November; J. & D.=June and December. Q—J.=Quarterly, beginning with January; Q—F.=Quarterly, beginning with February. Q—M.=Quarterly, beginning with March.

5. The Table of State Securities will be published monthly, on the last Saturday of the month.

6. The Table of City Bonds will be published on the third Saturday of each month. The abbreviations used in this table are the same as those in the tables of railroad bonds mentioned above. The Sinking Fund or assets held by each city are given on the same line with the name.

Ohio & Mississippi Railroad.—REPORT FOR THE YEAR ENDING DECEMBER 31, 1870.—The condensed statements of the earnings and expenses for the year 1870, show a gratifying improvement in the business of the road over the previous two years.

Earnings.	1870.	1869.	1868.
Passengers.....	\$1,243,137	\$1,192,030	\$1,230,981
Freight.....	1,789,139	1,567,497	1,586,818
Express and Mail.....	155,859	156,019	146,239
	\$3,188,137	\$2,915,547	\$2,964,010

Showing an increase over the business of 1869 of the sum of \$272,589 58, and nearly the same amount over 1868. This increase is in part the benefit derived from the business over the Louisville Division, which is included in the earnings of 1870. This branch of the road was opened for traffic, the 1st of April last, and added to the receipts for the nine months' operations, the sum of \$89,863 32, and contributing to the business of the main line the sum of \$145,216 48.

The following statement exhibits the expenses incurred, and paid (both ordinary and extraordinary), charged under the following heads:

Maintenance of Way and Structures.....	\$609,173
Motive Power and Cars.....	374,785
Transportation Expenses.....	954,847
General Expenses.....	99,095
Taxes—Municipal and Government.....	77,962
Damages to Property and Passengers, etc.....	34,860
Ballasting Road Bed, etc.....	57,604
Wood and Water Stations, Water Supply, etc.....	6,848
Fencing the Road.....	8,848
Equipment Passenger and Freight Cars, etc.....	117,419
Interest on Loans, Legal Expenses, etc.....	37,193
Purchase of Common Stock, to take up Trustees' Certificates, in excess of authorized capital, presented for conversion during the year, leaving to be provided for \$196,604 44 of Common Certificates.....	33,892
Coupons of Interest on Bonds.....	443,676
Interest on Preferred Stock.....	285,276
	\$3,151,368

There have been issued and sold during the year \$382,000 00 of Consolidated Mortgage Bonds, and \$310,875 38 of Preferred Capital Stock. The bonded debt of the company is comprised in the following items: Old bonds of the first and second mortgages, etc. (ultimately to be exchanged for the New Consolidated Bonds, of which \$4,000,000 00 was reserved for that purpose), amount to \$3,672,000, and Consolidated Bonds amount to \$2,862,850, including Sterling Bonds held in London; making a total of Mortgage Bonds, now outstanding, the sum of \$6,534,850; this includes the amount appropriated to the construction of the Louisville Division.

The Preferred Capital Stock (also including the amount appropriated to the Louisville Division) amounts to \$4,030,000.

STATEMENT OF AMOUNTS INCURRED BUILDING LOUISVILLE DIVISION TO DECEMBER 31, 1870.

Rights of way, legal expenses, etc.....	43,739
Expenses of engineer corps.....	21,285
Real estate and depots.....	77,071
Engine-houses, shops, water stations, etc.....	25,373
Earthwork on contracts and by company.....	713,580
Masonry for bridges and culverts.....	174,556
Ties for road track.....	94,466
Wood purchased.....	5,151
Iron bridges built.....	57,076
Iron rails for track.....	472,881
Spikes, bolts, splice-bars, etc., for laying track.....	137,104
Total.....	\$1,822,289

STATEMENT OF ENGINES AND THEIR CONDITION, DECEMBER 31, 1870.

Number of engines in use, of which 82 are coal, and 5 wood burners—total.....	87
Number of miles run by engines.....	2,418,686
Cost of repairs.....	\$158,452 14
Cost of repairs per mile.....	6 55 (100 cents)
Number of gallons of oil used.....	16,836 7/8
Miles run to 1 pint of oil.....	17 95 (100 miles)
Total cost of repairs and running.....	\$462,564 51
Cost per mile run.....	19 12 1/2 (100 cents)

ACCOUNT AND CONDITION OF CARS, DECEMBER 31, 1870.

	In Good Order.	Need Repairs.	Total.
Parlor Cars.....	8	.....	8
Night Cars.....	4	.....	4
Officers' Cars.....	1	.....	1
First-class passenger cars.....	30	6	36
Paymasters' cars.....	1	.....	1
Mail cars.....	4	.....	4
Baggage cars.....	16	1	17
Adams Express cars.....	6	2	8
Express stock cars.....	1	.....	1
Caboose cars.....	30	.....	30
Box freight cars.....	558	60	618
Stock cars.....	82	10	92
High flat cars.....	136	20	156
Low flat cars.....	199	8	207
Coal cars.....	327	30	357
Tool and wrecking cars.....	4	.....	4
Total.....	1,301	147	1,448

STATEMENT OF PASSENGER BUSINESS FOR 1870.

	No. pas- sengers	No. cars carried one mile	Receipts.	Rate p'r m'e
TO AND FROM FOREIGN ROADS.				
Through (bet. St. Louis and Cincinnati).....	31,553	10,728,020	307,950	02 87
Way.....	38,138	5,776,253	207,378	03 59
LOCAL BUSINESS.				
Through (bet. St. Louis and Cincinnati).....	12,122	4,121,480	134,776	03 27
Way.....	302,701	12,283,148	531,317	04 32
AGGREGATE.				
Through (bet. St. Louis and Cincinnati).....	43,675	14,849,500	442,726	02 96
Way.....	340,839	18,059,401	738,405	04 09

CHAS. E. FOLLETT,
General Ticket Agent.

STATEMENT OF FREIGHT BUSINESS FOR 1870.

	No. tons	Tons cr'd one mile.	Receipts	Rate per mile.
THROUGH TRAFFIC.				
East.....	90,919	.....	.....	.....
West.....	89,052	.....	.....	.....
	179,971	53,638,464	\$789,127	1 47—100
LOCAL OR WAY.				
East.....	140,925	.....	.....	.....
West.....	343,780	.....	.....	.....
	484,705	34,515,590	1,000,012	2 90—100
AGGREGATE.				
Through (bet. St. Louis and Cincinnati to Jeffersonville).....	484,705	.....	.....	.....
Way through.....	179,971	.....	.....	.....
	664,676	88,154,054	\$1,789,139	2 03—100

The following table shows the gross earnings of the whole line, from Cincinnati to St. Louis, from the 1st of January, 1858, to December 31, 1870, inclusive:

	Passenger	Freight	Express	Mail	Total
1858.....	\$824,554	\$539,381	\$38,362	\$70,412	\$1,472,319
1859.....	838,933	616,687	37,533	79,591	1,572,745
1860.....	919,532	647,807	38,073	79,500	1,684,912
1861.....	605,362	677,302	23,950	79,500	1,386,115
1862.....	813,542	971,190	58,540	76,658	1,919,932
1863.....	1,378,563	1,293,899	8,990	70,974	2,852,586
1864.....	1,755,989	1,401,374	85,512	68,199	3,311,076
1865.....	2,149,992	1,458,557	116,255	68,199	3,792,005
1866.....	1,615,596	1,581,476	115,310	68,200	3,380,583
1867.....	1,429,210	1,572,428	89,480	68,200	3,159,318
1868.....	1,230,981	1,586,818	78,039	68,200	2,964,040
1869.....	1,192,030	1,567,497	87,819	68,200	2,915,547
1870.....	1,243,137	1,789,139	87,659	68,200	3,188,137

A statement of the stock and bonds of the company and of the monthly earnings in 1870 and 1869, will be found in the tables of the CHRONICLE on subsequent pages.

Atlantic and Pacific Railroad.—The Stock Exchange last week admitted to official dealings the Stock and Bonds of the Atlantic and Pacific Railroad on the following report of the Committee:

The Atlantic and Pacific Railroad Company was organized under an act of Congress of the United States, approved July 27, 1866. Length of road, 292 miles. From the town of Pacific (thirty-seven miles distant west from St. Louis) to Seneca, on the western boundary of the State of Missouri, completed. This road embraces that of the South Pacific Railway Company, which was organized under the provisions of an act of the General Assembly of the State of Missouri, approved March 17, 1868, and was consolidated with the Atlantic and Pacific Railroad Company on the 25th October, 1870. The South Pacific Railroad Company issued the following, which have been assumed by the Atlantic and Pacific Railroad Company:

First Mortgage six per cent. Bonds, secured by mortgage on the whole road. Interest payable in gold coin semi-annually, Jan. 1 and July 1. Principal and interest payable in New York City. Dated July 1, 1868; mature July 1, 1888, \$7,250,000. Of the above-mentioned Bonds, there are 5,000 of \$1,000 each, numbered from 1 to 5,000 inclusive, and 4,500 of \$500 each, numbered from 5,000 to 9,500 inclusive. Trustees: Geo. Tyler Bigelow, John James Dixwell.

The Atlantic and Pacific Railroad Company have issued the following, which were guaranteed by the South Pacific Railroad Company before it was absorbed by the Atlantic and Pacific.

Six per cent bonds, secured by mortgage on 500,000 acres of land in Missouri. Interest payable in gold coin semi-annually, January 1 and July 1. Principal and interest payable in New York City. Dated July 1, 1868; mature July 1, 1888, \$3,000,000. Of which there are 2,000 of \$1,000 each, numbered from 1 to 2,000 inclusive, and 2,000 of \$500 each, numbered from 2,001 to 4,000 inclusive.

The South Pacific Railroad Company received a grant of lands in Missouri under an act of Congress, passed June 10, 1852, (when the lands were withdrawn from sale for the purpose of constructing the road,) of more than 1,000,000 of acres. Under the Atlantic and Pacific Railroad Company's charter, about 500,000 acres have already been received and secured by the Company, viz.: 480,000 acres in Missouri and about 20,000 acres in Arkansas. The

receipts from the sales of lands are applicable, first, to providing what is necessary to pay the interest on the bonded debt, and the balance is appropriated to paying off the bonds at a price not exceeding 110 per cent.

CAPITAL STOCK.

100,000 shares of "Preferred Stock on the Division of the Road in Missouri," at \$100 each.....\$10,000,000
60,000 shares, Common Stock, at \$100 each.....5,000,000

Total Capital (and \$10,250,000 of Bonds).....\$25,250,000
All the "stock" has been issued.

Internal Revenue Tax upon Dividends of Corporations.
It will be remembered that the act of July 14, 1870, provides that the sections of the old law, which impose a tax of five per cent. upon the dividends and interest paid by the corporations referred to, "shall be construed to impose the taxes therein mentioned to the last day of August, 1870, but after that date no further tax shall be levied or assessed under said sections." The same act imposes "for and during the year 1871 a tax of two and one-half per centum" on interest paid upon the bonds of such corporations and upon their dividends and undivided profits.

Questions of doubt have arisen in regard to the construction of this act, which refer exclusively to the interval from the 1st of August, 1870, to 1st January, 1871—whether the corporations named are liable to any tax on interest and profits for that period.

OFFICE OF INTERNAL REVENUE,
WASHINGTON, February 27, 1871.

The Commissioner of Internal Revenue writes that the following instructions, it is believed, cover all the questions which have arisen respecting the liability to tax of dividends, surplus profits and interest on bonds of the corporations enumerated in sections 120 and 122, act June 30, 1864, as amended, and section 15, act July 14, 1870.

First—Dividends of the corporations enumerated in sections 120 and 122 aforesaid, which were declared at any time prior to August 1, 1870, are subject to a tax of five per cent.

Second—Undivided profits of said corporations which are carried to the account of any surplus or contingent fund prior to August 1, 1870, are subject to a like tax of five per cent.

Third—Interest (or coupons representing interest) due from the corporations mentioned in section 122, which became due and payable prior to August 1, 1870, is also subject to tax of 5 per cent. Returns of these dividends and surplus profits should be made on Form 65, and returns of this interest on Form 66.

Fourth—All dividends of the corporations before mentioned which were declared within the last five months of 1870 are exempted from a dividend tax, even when said dividends are composed wholly or in part of profits accrued prior to August 1, 1870.

Fifth—Profits carried to the account of a fund within the last five months of 1870 are exempt from a surplus tax, even if said profits were earned prior to August 1, 1870.

Sixth—No tax should be withheld from interest (or coupons representing interest) falling due and payable within the above period of five months.

Seventh—Dividends of said corporations which are declared on or after January 1, 1871, are taxable as follows: If composed wholly of profits accrued or earned prior to August 1, 1870, at the rate of 2½ per cent.; if composed partly of profits accrued prior to August 1, partly of those accrued within the last five months of 1870, and partly of those accrued since January 1, 1871, at the rate of 2½ per cent. upon so much of the dividend as represents profits accrued either prior to August 1, or subsequent to December 31, 1870, excluding profits of the last five months of 1870.

Eighth—Profits carried to the account of a fund on or after Jan. 1, 1871, are subject to the same liability to tax as the dividends above described. So much of such profits as were earned prior to August 1, or subsequent to December 31, 1870, are taxable at the rate of 2½ per cent.

Ninth—Profits of the corporations previously mentioned, which were earned or accrued within the last five months of 1870, are not taxable when divided or carried to the account of a fund subsequent to December 31, 1870.

Tenth—Interest falling due and payable on or subsequent to January 1, 1871, is taxable at the rate of 2½ per cent. if such interest accrued either prior to August 1 or subsequent to December 31, 1870. From so much of it as accrued within the last five months of 1870 no tax whatever is to be withheld.

Eleventh—Returns of dividends and surplus profits by the corporations mentioned in section 15, act of July 14, 1870, should be rendered on Form 65-1, and returns of interest on Form 68 as revised.

Twelfth—All previous rulings of this office, inconsistent with these instructions are herewith revoked.

A. PLEASANTON, Commissioner.

The corporations to which this ruling refers are banks, trust companies, savings institutions doing a general banking business, insurance companies, railroad, canal, canal navigation and slack-water companies.

This exemption, we understand, applies only to the liability of corporations themselves to pay the tax. The individual holder of the stock or bonds will be liable for the tax on all that portion of the dividends and interest upon which the corporation has not paid the tax.

Louisiana.—A very large number of property-owners and tax-payers of New-Orleans have subscribed to the following notification:

The undersigned, property-owners and tax-payers of the city of New Orleans, satisfied that the State Legislature has, at its last session, exceeded its power, in the loans, indorsements and other obligations and grants authorized on the part of the State, the total amount of which is limited, by the recent amendment of the Constitution, to \$25,000,000, (already incurred,) as shown by the annexed official statement of the Auditor, take this early opportunity of notifying bankers, brokers and dealers in securities, in this country and Europe, that they consider all such loans, indorsements and pledges as null and of no value; that they will sustain the authorities in resisting their issue, and it issued, will, by every legal means, endeavor to prevent the payment of any interest or principal, or of any tax levied for that purpose. They only recognize the State debt proper, amounting to \$25,021,734 40, as shown in the accompanying exhibit of the Auditor, and they class the "accruing debt" with the illegal legislation referred to:

STATE DEBT—COMPUTED UP TO DEC. 31, 1870—EXISTING DEBT.	
State bonds.....	\$22,560,233 00
Auditor's warrants and certificates.....	1,538,967 44
Miscellaneous debts.....	867,533 96
Existing debts.....	\$25,021,734 40
Accruing debt.....	15,393,000 00
Total.....	\$40,416,734 40

It will be seen from the above that the whole amount of State debt authorized by the Constitution is considered to be now outstanding, and therefore the item of "accruing debt," which means all the bonds authorized but not yet issued, would be deemed unconstitutional if negotiated. This includes bonds authorized for the Mississippi and Mexican Gulf Canal; North Louisiana and Texas Railroad; New Orleans, Mobile & Chattanooga Railroad, New Orleans, Baton Rouge and Vicksburg Railroad; and subscriptions to shares of the Mississippi Valley Navigation Company of South and West.

Virginia.—The funding bill has passed the Legislature containing substantially the provisions previously noticed in the CHRONICLE of March 25th on page 360.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Central Pacific.		Chicago and Alton.		Chicago & Northwestern.		Chic. Rock Is and Pacific.		Clev. Col. Cin. & I.	
1870.	1871.	1869.	1870.	1869.	1870.	1869.	1870.	1870.	1871.
(742 m.)	(890 m.)	(431 m.)	(431 m.)	(1,157 m.)	(1,157 m.)	(520-90 m.)	(590 m.)	(390 m.)	(390 m.)
\$413,104	\$24,480	\$243,181	\$293,978	\$892,092	\$706,024	\$351,767	\$401,275	\$201,500	\$270,148
484,176	481,085	315,098	316,036	830,286	753,782	319,441	449,654	226,897	266,759
488,331		388,726	344,396	1,143,165	858,359	645,789	500,393	244,161	
633,758		328,390	334,653	1,113,190	929,077	588,385	443,300	246,046	
763,719		245,832	295,044	1,268,414	1,177,897	449,932	507,900	360,169	
729,274		402,854	411,986	1,251,950	1,154,539	523,841	529,513	274,021	
783,099		351,044	421,485	1,157,056	1,080,946	455,606	462,400	249,355	
807,815		493,231	501,049	1,037,973	1,246,213	632,652	556,100	319,012	
777,183		506,623	498,635	1,305,672	1,275,171	736,664	597,600	317,887	
828,447		468,212	488,658	1,371,780	1,371,780	584,155	638,122	339,230	
746,800		397,515	432,492	1,140,145	1,037,963	479,296		319,373	
612,806		340,350	386,598	845,708		393,468		284,156	
7,963,513		4,681,562	4,831,731	13,353,461		5,960,936		3,280,420	
Illino. Central.		Marietta and Cincinnati.		Michigan Central.		Milwaukee & St. Paul.		North Missouri.	
1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1870.	1871.
(854 m.)	(974 m.)	(251 m.)	(251 m.)	(284 m.)	(284 m.)	(825 m.)	(936 m.)	(404 m.)	(590 m.)
\$59,197	\$54,587	\$59,541	\$90,177	\$384,119	\$337,992	\$454,190	\$396,171	\$213,101	\$188,885
54,603	661,788	90,298	98,375	390,636	325,127	390,223	382,835	196,207	
709,644	644,374	104,585	101,375	386,527	380,430	420,774	377,000	239,161	
568,282	597,571	106,641	106,246	411,814	412,030	460,267	443,123	269,400	
640,974	695,253	109,752	110,213	403,046	406,283	620,844	490,700	259,000	
778,260	759,214	117,695	111,117	366,623	363,187	678,800	755,737	208,493	
696,228	645,768	116,198	111,127	329,950	326,891	586,342	636,434	196,730	
841,363	861,357	129,096	118,407	353,569	378,880	525,363	661,026	229,090	
670,400	700,584	142,014	132,998	473,546	467,990	734,514	808,318	364,690	
814,413	841,940	135,376	133,521	490,712	511,477	1,089,811	908,313	234,962	
696,677	755,232	129,306	144,022	448,419	453,873	801,163	791,014	366,836	
8,823,482	8,851,492	1,391,345	1,418,865	4,740,163	4,791,895	7,250,668	8,120,427	2,833,489	
Ohio & Mississippi.		Pacific of Mo.		St. L. Alton & T. Haute.		Toledo, Wab. Western.		Union Pacific.	
1870.	1871.	1870.	1871.	1869.	1870.	1869.	1870.	1870.	1871.
(333 m.)	(333 m.)	(210 m.)	(210 m.)	(310 m.)	(310 m.)	(321 m.)	(321 m.)	(1038 m.)	(1038 m.)
\$19,787	\$45,981	\$202,447	\$213,005	\$132,692	\$132,392	\$284,192	\$257,663	\$528,829	\$479,573
218,234	58,554	267,867	217,947	127,817	158,788	240,394	293,645	500,139	305,769
253,065		294,874	113,894	175,590	172,216	342,704	295,298	539,230	
270,933		289,550	104,019	171,868	172,347	311,832	318,699	680,970	
240,266		283,000	115,175	157,397	155,081	312,529	340,892	802,580	
340,987		362,328	116,242	154,132	150,719	348,890	348,632	746,450	
300,971		360,449	107,534	144,164		310,800	322,756	643,458	
218,957		324,104	122,000	196,888	167,306	450,346	466,431	664,060	
355,187		341,373	127,069	202,238	175,453	470,720	508,042	728,525	
314,054		324,659	121,791	204,552	163,284	422,368	451,293	719,623	
250,471		271,207	119,073	189,351	152,909	323,378	425,687	571,379	
				168,559	137,794	434,283	386,254	482,838	
8,188,157		3,479,776	1,843,632	3,014,542		4,332,342	4,426,420	7,522,112	

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

COMPANIES.		Stock Out- stand- ing.	DIVIDEND.		COMPANIES.		Stock Out- stand- ing.	DIVIDEND.	
Periods.			Last paid.		Periods.			Last paid.	
			Date.	Rate.				Date.	Rate.
Railroads.									
Albany & Susquehanna	PAR	3,855,000	First div.	July, '71	Old Colony & Newport, Jan. 21, 100	PAR	4,959,030	Jan. & July.	Dec., '70
Allegheny Valley, No. 251	50	2,241,250	Jan. & July.	....	Orange, Alexan. & Manass.	100	2,488,757	Feb. & Aug.	Feb., '71
Atlantic and Gulf	100	3,691,200	....	....	Oswego and Syracuse, No. 252	50	482,400	....	....
Atlan. & St. Lawrence, No. 225	100	2,494,900	Mar. & Sep.	Sept., '70	Pacific (of Missouri) No. 256	100	3,711,196	Jan. & July.	Jan., '71
Atlanta and West Point, No. 279	100	1,282,200	Jan. & July.	Jan., '71	Panama, No. 275	100	7,000,000	Jan. & July.	Jan., '71
Augusta and Savannah	100	788,700	June & Dec.	Dec., '70	Pennsylvania, Mar. 11	50	33,498,812	May & Nov.	Nov., '70
Baltimore and Ohio, No. 250	100	16,536,862	April & Oct.	Oct., '70	Phila. & Erie, Mar. 11	50	5,604,200	Jan. & July.	Dec., '70
Washington Branch	50	1,650,000	April & Oct.	Oct., '70	do do pref.	50	2,400,000	Jan. & July.	Jan., '71
Parkersburg Branch	50	7,239,539	....	....	Philadelphia and Be. Feb. 11	50	30,401,600	Jan. & July.	Jan., '71
Berkshire, Jan. 21	100	600,000	Quarterly.	Jan., '71	Phila., & Trenton, No. 255	100	1,099,120	Feb. & Aug.	Aug., '70
Boston and Albany, Jan. 21	100	19,150,800	Jan. & July.	Dec., '70	Phila. Ger. & Norris, No. 255	50	1,597,220	Quarterly.	Mar., '71
Boston and Concord, No. 273	100	800,000	May & Nov.	May, '70	Phila., Wilming. & Baltimore	50	9,920,500	Jan. & July.	Dec., '70
Boston, Hartford & Erie, No. 247	100	25,000,000	....	....	Pittsb. & Connelleville, No. 255	50	1,798,926	Jan. & July.	Dec., '70
Boston and Lowell, Jan. 21	506	2,215,000	Jan. & July.	Dec., '70	Pittsb., Cin. & St. L., Mar. 4	50	2,423,000	....	....
Boston and Maine, Jan. 21	506	4,550,000	Jan. & July.	Dec., '70	do do pref.	50	3,000,000	....	....
Boston and Providence, Jan. 21	506	3,700,000	Jan. & July.	Dec., '70	Pitts., Ft. W. & C. Guar. Mar. 11	100	19,714,285	Quarterly.	Apr., '71
Buffalo, New York and Erie	100	950,000	June & Dec.	Dec., '70	Portland & Kennebec, No. 258	100	616,700	Jan. & July.	Apr., '71
Burlington and Missouri River	100	1,254,406	....	Mar., '71	do Yarmouth stock certificate	100	202,400	Apr. & Oct.	Apr., '71
do do	100	585,400	....	Mar., '71	Portland, Saco & Ports	100	1,500,000	June & Dec.	Dec., '70
Camden and Amboy, No. 250	100	5,000,000	Feb. & Aug.	Feb., '71	Providence & Worcester, Jan. 21	100	2,000,000	Jan. & July.	Jan., '71
do do scrip of Joint Co.'s '69 & '70	100	937,850	....	....	Rensselaer & Saratoga, No. 252	100	6,000,000	Apr. '71	Oct., '70
Camden and Atlantic, No. 251	50	377,100	....	....	Richmond and Danville, No. 253	100	4,000,000	....	....
do do preferred	50	738,200	....	....	Richmond & Petersburg, No. 253	100	547,100	....	....
Cape Cod, Jan. 21	80	915,577	Jan. & July.	Dec., '70	Rome, Watert. & Ogd., Mar. 18	100	3,000,000	Jan. & July.	Dec., '70
Catawissa, No. 255	50	1,159,500	....	Nov., '70	Rutland, No. 248	100	3,000,000	....	....
do do preferred	50	2,000,000	May & Nov.	Nov., '70	do preferred	100	1,831,400	Feb. & Aug.	Feb., '71
Cedar Rapids and Missouri	100	6,550,400	Feb. & Aug.	Feb., '71	St. Louis, Alton & Terre Haute	100	2,300,000	....	....
do do pref.	100	769,600	Feb. & Aug.	Feb., '71	do do do pref.	100	10,000,000	Annually.	May, '68
Cent. Georgia & Bank, Co. No. 243	100	4,666,800	June & Dec.	Dec., '70	St. Louis & Iron Mountain	100	2,640,000	....	....
Central of New Jersey, No. 270	100	15,000,000	Jan. & July.	Dec., '70	St. Louis, Jacksonv. & Chicago	100	2,623,750	....	....
Central Ohio	50	425,000	June & Dec.	Dec., '70	Sandusky, Mansf'd & Newark	100	910,350	....	....
do preferred	50	400,000	June & Dec.	Dec., '70	Schuykill Valley, No. 253	50	576,000	Jan. & July.	Jan., '71
Central Pacific No. 288	50	49,378,740	....	....	Shamokin Valley & Pottsville	50	89,450	Feb. & Aug.	Jan., '71
Charlotte, Col. & Ang., No. 257	100	2,085,925	Mar. & Sept.	Mar., '71	Shore Line Railway	100	635,200	Quarterly.	Feb., '71
Chesbire, preferred, Jan. 21	100	9,925,500	Jan. & July.	Dec., '70	South Carolina, No. 243	50	5,819,275	....	....
Chicago and Alton, Mar. 25	100	2,425,400	Mar. & Sept.	Mar., '71	South Side (P. & L.)	50	1,365,600	Feb. & Aug.	Feb., '71
do do preferred	100	2,425,400	Mar. & Sept.	Mar., '71	South West Georgia, No. 230	100	1,369,900	Jan. & July.	Jan., '71
Chic., Burling. & Quincy, No. 268	100	17,590,000	Mar. & Sept.	Sep., '70	Syracuse, Bingh. & N. Y., No. 252	100	1,695,825	Feb. & Aug.	Feb., '71
Chicago, Iowa and Nebraska	100	3,916,200	Jan. & July.	Dec., '70	Terre Haute and Indianapolis	100	1,988,150	Jan. & July.	Jan., '71
Chicago and Northwest, No. 273	100	14,676,629	June & Dec.	Dec., '70	Toledo, Peoria & Warsaw	100	3,000,000	....	....
do do	100	20,370,293	Jan. & Dec.	Dec., '70	do do E. D., 1st pref.	100	1,700,000	....	....
Chic., Rock Is. & Pac., No. 263	100	17,000,000	April & Oct.	April, '70	do do W. D., 2d pref.	100	1,000,000	....	Jan., '70
Cin., Hamilton & Dayton, No. 253	100	5,540,000	Quarterly.	April, '71	Toledo, Wash. & West. Haute	100	14,700,000	....	....
Cin., Richm. & Chicago, No. 268	100	582,600	....	....	do do do pref.	100	3,000,000	....	....
Cincin., Sand. & Cleve., No. 278	100	2,967,300	May & Nov.	Nov., '70	Union Pacific, Mar. 18	100	36,745,000	May & Nov.	May, '70
do do	100	428,446	....	....	Utica and Black River, No. 252	100	1,666,000	Jan. & July.	Jan., '71
Cincinnati & Zanesville, No. 246	100	1,676,340	Feb. & Aug.	Feb., '71	Vermont and Canada	100	2,500,000	June & Dec.	Dec., '70
Clev., Col. & Ind., No. 253	100	11,620,000	May & Nov.	Nov., '70	Vermont & Massachu., Jan. 21	100	2,600,000	Jan. & July.	Jan., '69
Cleveland & Mahoning, No. 247	100	2,056,750	May & Nov.	Nov., '70	Virginia and Tennessee	100	2,959,800	....	....
Cleveland and Pittsburgh, Jan. 25	100	1,432,225	Quarterly.	Feb., '71	do do pref.	100	555,500	Jan. & July.	Jan., '71
Colum., Chic. & In. Cen., No. 247	100	11,000,000	Quarterly.	Oct., '67	Western (N. Carolina)	100	2,227,000	Jan. & July.	Jan., '64
Columbus and Xenia	100	1,736,800	Quarterly.	Dec., '70	West Jersey, No. 250	100	1,208,000	Feb. & Aug.	Dec., '70
Concord	100	1,500,000	May & Nov.	Nov., '70	Worcester and Nashua, Jan. 21	100	1,408,555	Jan. & July.	Jan., '71
Concord and Portsmouth	100	4,650,000	Jan. & July.	Dec., '70	Canal.				
Conn. & Passumpsic, pt. No. 261	100	2,084,200	Jan. & July.	Dec., '70	Chesapeake and Delaware	50	1,983,563	June & Dec.	Dec., '70
Connecticut River, Jan. 21	100	1,700,000	Jan. & July.	Dec., '70	Chesapeake and Ohio	25	3,228,554	....	....
Cumberland Valley, No. 255	100	1,316,900	April & Oct.	Oct., '70	Delaware Division	25	1,638,350	Feb. & Aug.	Feb., '71
Dayton and Michigan, No. 265	100	2,400,000	Jan. & July.	Jan., '71	Delaware and Hudson	100	15,000,000	Feb. & Aug.	Feb., '71
Delaware	100	1,203,216	Jan. & July.	Dec., '70	Delaware and Raritan	100	4,999,400	Feb. & Aug.	Feb., '71
Delaware, Lack. & West, No. 255	100	16,277,500	Jan. & July.	Dec., '70	Delight Coal and Nav., No. 256	50	8,739,800	May & Nov.	May, '67
Detroit and Milwaukee, No. 249	50	452,350	December	Dec., '69	Monongahela Navigation Co.	50	728,100	July	July, '70
do do	50	2,995,000	Jan. & July.	Dec., '70	Morris (consolidated) No. 254	100	1,025,000	Feb. & Aug.	Feb., '71
Dubuque and Sioux City	100	5,000,000	Jan. & July.	Dec., '70	do preferred	100	1,175,000	....	....
Eastern (Mass.), Jan. 21	100	4,062,600	Jan. & July.	Jan., '71	Pennsylvania	50	4,900,000	....	....
East Pennsylvania, No. 255	100	1,809,200	Jan. & July.	Jan., '71	Schuykill Navigat'n (consol.)	50	1,908,307	Feb. & Aug.	Feb., '67
East Tenn. Va. & Geor., No. 254	100	5,192,000	May & Nov.	Nov., '70	do do pref.	50	2,588,977	Feb. & Aug.	Feb., '67
Elmira & Williamsport, No. 255	100	500,000	Jan. & July.	Jan., '71	Susquehanna & T. & W.	50	2,092,746	....	....
do do	100	500,000	Jan. & July.	Jan., '71	do preferred	50	2,977,500	Jan. & July.	Jan., '71
Erie, Jan. 25	100	75,000,000	Feb. & Aug.	Feb., '66	West Branch and Susquehanna	50	1,100,000	Jan. & July.	Jan., '65
do preferred	100	5,536,900	....	....	Miscellaneous.				
Erie and Pittsburgh, No. 250	100	1,966,250	Quarterly.	Dec., '70	Coal-American	25	1,500,000	Mar. & Sept.	Mar., '71
Fitchburg	100	3,740,000	Jan. & July.	Dec., '70	Ashburton	25	2,500,000	....	....
Florida, No. 259	100	4,156,000	Jan. & July.	Jan., '70	Butler	25	500,000	June & Dec.	Dec., '69
Hannibal and St. Joseph, Jan. 25	100	4,151,700	....	Aug., '70	Consolidation Md.	100	10,250,000	....	Jan., '70
do do	100	5,087,234	Quarterly.	Dec., '70	Cumberland Coal & Iron	100	500,000	....	Dec., '70
Hartford & N. Haven, Jan. 21	100	4,800,000	Jan. & July.	Feb., '71	Maryland Coal Co.	100	4,400,000	Quarterly.	Feb., '71
do do scrip	100	3,000,000	....	Jan., '68	Pennsylvania	50	5,000,000	Jan. & July.	Dec., '70
Housatonic, preferred	100	2,000,000	....	Jan., '68	Spring Mountain	50	1,250,000	....	Dec., '70
Huntingdon and Broad Top	100	615,900	Jan. & July.	Jan., '71	Spruce Hill	100	1,000,000	....	....
do do pref.	100	212,350	....	Feb., '71	Wyoming Valley	100	1,250,000	May & Nov.	Nov., '66
Illinois Central, No. 248	100	25,290,240	Feb. & Aug.	Feb., '71	Gas-Brooklyn	25	2,000,000	Feb. & Aug.	Feb., '71
Indianapolis, Cin. & Lafayette	100	6,185,997	Mar. & Sept.	Sept., '67	Citizens (Brooklyn)	25	2,000,000	Jan. & July.	Jan., '71
Jeffersonville, Mar. & In., No. 272	100	2,500,000	Jan. & July.	Jan., '66	Harlem	25	500,000	Feb. & Aug.	Feb., '71
Kansas Pacific, Mar. 25	100	8,572,500	....	....	Jersey City and Hoboken	25	386,000	Jan. & July.	Jan., '71
Lackawanna and Bloomsburg	100	1,385,000	Feb. & Aug.	Feb., '71	Manhattan	25	4,000,000	Jan. & July.	Jan., '71
Lake Sho. & Mich. South, Feb. 25	100	35,000,000	Quarterly.	Dec., '70	Metropolitan	100	2,800,000	....	....
Lehigh and Susquehanna	100	5,239,300	Jan. & July.	Dec., '70	New York & New Haven	50	1,000,000	May & Nov.	Nov., '70
Lehigh Valley, No. 253	100	17,716,400	Quarterly.	Dec., '70	Williamsburg	50	750,000	Jan. & July.	Jan., '71
Little Miami, No. 247	100	4,107,500	Quarterly.	Dec., '70	Improvement-Canton	16 1/2	731,250	....	....
Little Schuylkill, No. 255	100	2,646,100	Jan. & July.	Dec., '70	Boston Water Power	100	4,000,000	....	....
Long Island, No. 252	100	3,000,000	Aug.	July, '70	Brunswick City	100	1,000,000	Jan. & July.	Jan., '70
Louisv., Cin. & Lex., pt. No. 276	100	848,700	Jan. & July.	July, '70	Telegraph-West Union, No. 277	100	41,068,100	Quarterly.	Mar., '71
do common	100	1,623,432	....	....	Pacific & Atlantic	25	3,000,000	Quarterly.	Nov., '71
Louisville and Nashville, No. 254	100	5,681,500	Feb. & Aug.	Aug., '70	Express-Adams	100	10,000,000	Quarterly.	Mar., '71
Louisville, New Alb. & Chicago	100	2,900,000	Jan. & July.	Dec., '70	United States	100	15,000,000	Quarterly.	Nov., '69
Macon and Western	100	2,500,000	Jan. & July.	Jan., '71	Wells, Fargo & Co.	100	5,000,000	Quarterly.	Dec., '67
Maine Central	100	3,400,500	....					

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
Pages 3 and 4 of Bonds will be published Next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.	Amount Outstanding	INTEREST.			Principal payable.		COMPANIES, AND CHARACTER OF SECURITIES ISSUED.	Amount Outstanding	INTEREST.			Principal payable.	
		Rate.	When paid.	Where paid.					Rate.	When paid.	Where paid.		
Railroads:							Railroads:						
<i>Sacramento Valley</i> (Jan. 1, '70):	400,000	10	J. & J.	New York	1875		<i>Vermont & Mass.</i> (Mar., '71):						
1st Mortgage (gold).....	329,000	10	F. & A.	Sacram'to	1881		Bonds convertible, tax free.....	200,000	7	J. & J.	Boston.	1883	
2d Mortgage (gold).....	1,500,000	8	F. & A.	N.Y. or L'n	1889		<i>Vermont Valley</i> (Feb., '71):						
<i>St. Joseph & Denver City:</i>							1st Mortgage on 24 miles (cou.)	386,000	7	A. & O.	New York	1860	
1st Mortgage (gold) tax free.....	1,100,000	7	J. & J.	New York	1884		1st Mortgage.....	114,000	8	A. & O.	"	1860	
1st Mort. (series A) sink fund.....	1,100,000	7	A. & O.	"	1884		2d Mortgage.....	298,200	7	A. & O.	"	1859	
1st Mort. (series B) sink fund.....	1,400,000	7	F. & A.	"	1884		<i>Virginia & Tennessee</i> (Oct. 1, '69):						
2d Mort. (series C).....	1,400,000	7	M. & N.	"	1884		1st Mortgage.....	494,000	6	J. & J.	New York	1872	
2d Mort. (series D).....	1,700,000	7	M. & N.	"	1884		3d (enlarged) Mortgage.....	990,000	6	J. & J.	"	1884	
2d Mort. (income).....	4,000,000	7	F. & A.	New York	1892		4th Mortgage, for \$1,000,000.....	778,000	8	J. & J.	"	1900	
<i>St. Louis & Iron Mt.</i> (July 1, '69):							Income Bonds.....	119,000	6	J. & J.	"	1865	
1st Mortgage.....	2,825,000	7	A. & O.	New York	1884		4th Mortgage (funding).....	778,000	8	J. & J.	"	1900	
1st Mort. (guar.) 1884, tax free.....	360,000	7	J. & J.	"	1898		Registered Certificates.....	112,444	8	J. & J.	"	71-'90	
2d Mort. (guar.) 1889, tax free.....	16,000 p.m.	7	M. & N.	New York	1895		<i>Vicksburg & Merid.</i> (Mar. 1, '70):						
<i>St. Louis and Southeastern:</i>							Consol. Mort., 1st class.....	683,500	7	J. & J.	Philadel.	1890	
1st Mort. conv. tax free (gold).....	1,000,000	6	M. & N.	New York	1893		Consol. Mort., 2d class.....	849,000	7	J. & J.	"	1890	
1st Mortgage (gold).....	1,900,000	7	J. & J.	New York	1897		Consol. Mort., 3d class.....	129,000	7	J. & J.	"	1890	
1st Mort. (guar.) 1884, tax free.....	2,600,000	7	M. & N.	"	1898		Consol. Mort., 4th class.....	1,024,000	7	J. & J.	"	1890	
2d Mort. (guar.) 1889, tax free.....	120,000	7	M. & S.	New York	1892		<i>Warren</i> (Jan. 1, '71):						
<i>St. Paul & Northern Pacific:</i>							1st Mortgage, guaranteed.....	511,400	7	F. & A.	New York	1875	
1st Mort. (St. P. to Wabash, 80 m.)	1,200,000	7	J. & J.	New York	1892		<i>Westchester & Phila.</i> (Nov. 1, '69):						
2d Mort. (land grant).....	780,000	7	J. & J.	London.	18..		1st Mortgage, convertible.....	400,000	7	J. & J.	Philadel.	1873	
General Mort. for \$2,000,000.....	780,000	7	J. & J.	New York	1896		3d Mortgage, registered.....	567,500	8	A. & O.	"	1878	
1st Mort. West. P. for \$8,000,000.....	100,000	7	J. & J.	New York	1896		<i>West Jersey</i> (Jan. 1, '70):						
2d Mort. W. line (land grant).....	100,000	7	J. & J.	New York	1896		Loan of 1883.....	400,000	6	M. & S.	Camden.	1883	
1st Mort. for \$16,000 per mile.....	2,307,000	7	J. & J.	New York	1900		Loan of 1886, 1st Mort.....	1,000,000	6	J. & J.	"	1896	
<i>Sandusky, M. & New York</i> (Feb., '71):							Joint mort. on C.M. M. RR., '69.....	316,500	7	A. & O.	"	1899	
1st Mortgage, new 1889.....	500	7	J. & J.	New York	1889		<i>West Shore Hud. Riv.</i> (Oct. 1, '70):						
<i>Savannah & Charleston:</i>							1st Mortgage.....	676,800	7	...	New York	18..	
1st Mortgage 1889.....	330,000	8	J. & J.	New York	1889		<i>West Wisconsin</i> (May 1, '70):						
<i>Seima, Marion & Memphis:</i>							1st Mort. L. G.....	...	7	J. & J.	N.Y. & Lon.	84-'85	
1st Mort. (gold) guar. by Ala.....	838,500	7	J. & J.	New York	1872		<i>Western Maryland</i> (Feb., '71):						
2d Mort. (Ala. & Tenn. Rivers).....	241,000	8	J. & J.	New York	1864		1st Mort., endors. by Baltimore	200,000	6	J. & J.	Baltimore.	1890	
Gen. Mort. for \$1,000,000 tax free.....	700,000	7	F. & A.	Philadel.	1872		1st Mortgage, unendorsed.....	400,000	6	J. & J.	"	1880	
<i>Shamokin & Pottsville</i> (Nov., '69):							2d Mort., endors. by Baltimore.....	300,000	6	J. & J.	"	1880	
1st Mortgage guaranteed.....	750,000	7	J. & D.	New York	1884		2d Mort., end. by Wash. Co.....	300,000	6	J. & J.	"	1890	
<i>Shenandoah & F. du Lac</i> (Mar. 1, '71):							2d preferred Mort., unendorsed	400,000	6	J. & J.	"	1890	
1st Mortgage.....	1,629,320	6	J. & J.	New York	1898		New Mort., guar. by Baltimore.....	500,000	6	J. & J.	"	1900	
2d Mort. (govern. subsidy).....	1,629,320	6	J. & J.	"	1898		<i>Western Pacific:</i>						
<i>Somerset & Kennebec</i> (Jan. 1, '70):							1st Mortgage (gold).....	2,735,000	6	M. & N.	New York	1899	
1st Mortgage.....	300,000	6	J. & D.	Augusta.	1874		Government Lien.....	1,970,000	...	...	"	...
2d Mortgage.....	250,000	6	J. & D.	"	1876		4th Pennsylvania (Nov. 1, '69):	1,800,000	6	Varl.	Philadel.	'96-'96	
<i>South Carolina</i> (Feb., '71):							1st Mortgage, guaranteed.....	3,275,000	7	F. & A.	New York	1896	
Sterling loan, 4,532,12.....	1,492,015	5	J. & J.	London.	78-'83		<i>Western Union</i> (Feb., '71):						
Domestic Bonds (H).....	306,500	6	A. & O.	Charleston	71-'72		1st Mortgage.....	220,000	7	J. & J.	New York	1873	
Domestic Bonds (G).....	342,500	6	J. & J.	"	'88-'91		<i>Wichita & Topeka</i> (Jan. 1, '71):						
Domestic Bonds (I).....	1,272,000	6	A. & O.	"	'90-'92		1st Mortgage.....	176,000	6	J. & J.	Philadel.	1888	
Domestic Bonds (K).....	30,000	7	Nov.	"	1871		2d Mortgage, new.....	1,200,000	...	...	"	...
Domestic Bonds (special).....	60,000	7	A. & O.	New York	'82-'88		<i>Wilmington & Read</i> (Feb., '70):						
Real Estate Bonds, F.....	800,500	7	J. & J.	New York	1899		1st Mortgage.....	789,300	7	A. & O.	Philadel.	1900	
1st Mortgage Bonds, L.....	1,500,000	7	F. & A.	"	1899		<i>Wilmington & Weldon</i> (Oct. 1, '69):						
<i>Southern Central</i> (Feb., '71):							1st Mortgage, sterling.....	576,887	6	J. & J.	London.	1881	
1st Mort. end. by Ala., 133 m.....	150,000	8	J. & J.	New York	1890		Sinking Fund Bonds of 1887.....	710,000	6	M. & N.	New York	1897	
<i>South Side, L.</i> (Oct. 1, '69):							Street Passenger R.R.						
1st Mortgage.....	750,000	7	M. & S.	Brooklyn.	1887		<i>Bleeker St. & Fulton St.</i> (Oct. 1, '70):						
<i>South Side, V.</i> (Oct. 1, '69):							1st Mortgage.....	694,000	7	J. & J.	New York	1880	
Consol. M. (1st pref.) for \$709,000.....	258,000	8	J. & J.	New York	'84-'90		<i>Broadway & 4th Ave.</i> (Oct. 1, '70):						
Consol. M. (2d pref.) for \$651,000.....	574,400	6	J. & J.	Petersb'g.	'84-'90		1st Mortgage.....	1,500,000	7	J. & D.	New York	1884	
Consol. M. (3d pref.) for \$540,000.....	475,800	6	J. & J.	"	'96-'00		<i>Brooklyn City</i> (Oct. 1, '69):						
Y. & S. State Loan (suspended).....	800,000	6	J. & J.	"	1887		1st Mortgage.....	800,000	7	J. & J.	Brooklyn.	1872	
2d Mort. Petersburg guarantee.....	31,700	6	J. & J.	Petersb'g.	'87-'91		<i>Brook. Pros. P. & Flatb.</i> (Oct. 1, '69):						
3d Mortgage.....	52,400	6	J. & J.	"	'82-'72		1st Mortgage.....	800,000	7	M. & N.	"	1878	
<i>Southern Minnesota</i> (Jan. 1, '69):							<i>Central P. & E. River</i> (Oct. 1, '70):						
1st Mortgage, 10-20 years.....	20,000 p.m.	8	J. & J.	New York	1888		1st Mortgage.....	626,000	7	J. & J.	New York	18..	
<i>South. Pacific of Mo.</i> (Jan. 1, '69):							<i>Dyck, E. B. & Bat.</i> (Oct. 1, '70):						
1st Mort. (gold) \$25,000 per mile.....	...	6	J. & J.	Boston.	1898		1st Mortgage.....	700,000	7	M. & S.	New York	1874	
<i>Southeastern</i> (Aug. 1, '69):							<i>Edm. A. Bennett</i> (Oct. 1, '69):						
Company Bonds.....	399,000	7	Var.	Macon.	77-'80		1st Mortgage.....	208,000	7	J. & J.	New York	18..	
<i>Mascogee RR Bonds</i>	300,000	7	...	"	"		<i>42d St. & Grand St. Ferry</i> (Oct. 1, '70):						
<i>Staten Island</i> (Oct. 1, '70):							1st Mortgage.....	200,000	7	A. & O.	New York	187	
1st Mortgage.....	200,000	7	J. & J.	New York	1886		<i>Amth Avenue</i> (Oct. 1, '70):						
<i>Merion Mountain</i> (Oct. 1, '69):							1st Mortgage.....	167,000	7	J. & J.	New York	18..	
1st Mortgage.....	800,000	7	...	New York	1874		2d Mortgage.....	380,000	7	J. & D.	New York	1877	
<i>Summit Branch</i> (Dec. 1, '70):							3d Mortgage.....	150,000	7	A. & O.	"	1885	
1st Mortgage.....	304,000	6	J. & J.	Philadel.	70-'75		Consolidated convertible.....	875,000	7	M. & N.	"	1888	
2d Mortgage.....	500,000	6	J. & J.	Boston.	1875		<i>Sixth Avenue</i> (Oct. 1, '70):						
3d Mortgage.....	250,000	6	F. & A.	"	1880		1st Mortgage.....	250,000	7	J. & J.	New York	1890	
<i>Syracuse, Bingham & N. Y.</i> (Oct. 1, '70):							<i>Third Avenue</i> (Oct. 1, '70):						
1st Mortgage.....	1,695,825	7	A. & O.	New York	1879		Plain Bonds (tax free).....	1,780,000	7	J. & J.	New York	1890	
<i>Terrapin & Indiana</i> (Feb., '71):							Canal:						
1st Mortgage Bonds of 1869.....	1,000,000	7	A. & O.	New York	1879		<i>Chesapeake & Delaw.</i> (June 1, '69):						
<i>Tol. & Warsaw</i> (Mar. 1, '71):							1st Mortgage.....	2,069,400	6	J. & J.	Philadel.	1886	
1st Mortgage (W. Div.).....	1,300,000	7	F. & A.	New York	1896		<i>Chesapeake & Ohio</i> (Jan. 1, '69):						
2d Mortgage (E. Div.).....	1,300,000	7	J. & D.	"	1894		Maryland Loan, sinking fund.....	2,000,000	6	Q.-J.	Baltimore.	1870	
Equipment b's of 1810 conv. S. F.....	406	8	J. & J.	"	1879		Guaranteed Sterling Loan.....	4,375,000	5	Q.-J.	London.	1890	
<i>Tol. & Western</i> (Jan. 1, '70):							Bonds having next preference.....	1,999,500	6	J. & J.	Baltimore.	1885	
1st Mort. (Tol. & Ill., 75 m.).....	900,000	7	F. & A.	New York	1890		<i>Delaware Division</i> (Feb., '70):						
1st Mort. (Tol. & Ill., 167 m.).....	2,500,000	7	F. & A.	"	1890		1st Mortgage.....	800,000	6	J. & J.	Philadel.	1878	
1st Mort. (Tol. & W. D., 100 m.).....	707,000	10	A. & O.	"	1888		<i>Delaware & Hudson</i> (Jan. 1, '70):						
1st Mort. (Tol. & W. D., 181 m.).....	1,771,000	7	F. & A.	"	1889		Registered Bonds (tax free).....	1,500,000	7	M. & N.	New York	1877	
1st Mort. (Tol. & W. D., 34 m.).....	500,000	7	M. & N.	"	1882		Registered Bonds (tax free).....	3,500,000	7	J. & J.	"	1884	
1st Mort. (Ill. & S. Iowa, 41 m.).....	300,000	7	F										

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March, 1871.

There has been a fitful tone to trade circles the past week. The leading staples of domestic produce, Cotton, Breadstuffs, Provisions and Tobacco, are regarded as rather dear, in view of the large quantities in store or coming forward from interior markets, and holders, while unwilling to give way in prices, are desirous of selling. Of foreign goods the market is well supplied, and trade with the interior not very brisk. The effect of such a state of affairs is not, of course, altogether satisfactory.

Cotton has been drooping, closing at 15@15½c. for Middling Uplands. Breadstuffs have been irregular; closing prices are \$6 50@6 80 for Flour, shipping extras; \$1 57@1 61 for New Spring Wheat, and 83@83½c. for prime mixed Corn. Groceries have been dull, except Sugars, which have met with a large demand, at 9@9½c. for fair to good refining, but the close was quiet.

Metals have been without movement of moment, except in Strait's Tin, which advanced to 33@33½c., gold. The sales were about 10,000 slabs. There is more inquiry for Scotch Pig Iron at the close, with prices unsettled; Glengarnoch last sold at \$32 50, currency, to arrive.

East India Goods have been quiet, except Calcutta Linseed, which, after free sales closes firmer at \$2 27½@2 30, gold, per 56 lbs.

Tobacco has been more steady. In Kentucky Leaf, the sales of the week have been about 500 hhds., of which 350 hhds. for export and 150 hhds. to cutters and dealers. Prices have been steady at the decline previously noted; lugs, 6@6½c., leaf, 7@12c. In Seed Leaf Tobacco there has been a large movement, mainly speculative, but prices have not been reported; the sales include 1,900 cases new Pennsylvania, in some half dozen different lots, all on private terms; a line of new Wisconsin at 23½c., and some old Pennsylvania wrappers at 30@33c. Spanish Tobacco was less active, with sales of 100 bales Yara on private terms, and 300 do. Havana, at 90@91 50, currency, duty paid.

Provisions have been generally depressed. The outward movement has been much reduced, and stocks of hog products show some accumulation, while holders of Beef and other products of neat cattle have shown some anxiety to reduce stocks. New Mess Pork touched \$21 on Wednesday, but closed with some business for early delivery, at \$21 25; Lard, 12½@12¾c. for Prime Western Steam; Bacon, 9½@10c. for Cumberland. Some lines of old Butter have sold for export at 13@16c., and prime factory Cheese declined to 16c.

Hides have been rather quiet but firm, at 24½c. gold, for Prime Buenos Ayres. Leather is dull, with prices drooping. Tallow moderately active for export at 8½@9c. Whiskey, with smaller receipts, has slightly advanced. Clover seed has materially declined, Canadian selling to-day at 9½c. in bond. Hops have been active for export and home use at full and improving prices. Shipping hay has advanced to \$1 20 from scarcity.

In Naval Stores, Rosins have been quiet and firm, but Spirits Turpentine has been fluctuating, closing quiet. In Oils the only change is the advance of Linseed Oil to 85@87c. for whole and jobbing parcels. Petroleum has declined, leading to a fair business. Refined closed at 23c. on the spot. Fruit and Fish have been dull.

Wool has become very quiet. Woolen goods are doing well, and manufacturers have almost wholly retired from the market for the raw material.

Freights have been dull, until to-day, when there were large shipments of grain at 5½d. by sail and 6d@6½d. by steam to Liverpool and 6d by sail to Glasgow. The rate for Cotton to Liverpool by steam is 5-16@8d., but shipments limited, and little besides grain going forward.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1871, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

EXPORTS SINCE JANUARY 1 TO																				
ARTICLES.	Great Britain.	France.	Holland, France, & Belg.	Germany.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Aus- tralia.	Br. N. A. Colonies.	Cuba.	Hayti.	Indies.	Other W. Indies.	British Guiana.	Brazil.	Other S. American.	All oth. Ports.	Total this week.	Total since January 1, 1871.
Wheat—Flour.	257,155	17,485	21,128	242	1,500	7,300	1,500	42,110	15,285	42,110	15,285	10,659	63,164	10,659	13,791	26,539	21,987	382	30,385	470,354
Corn meal.	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wheat.	1,015,543	1,04,143	93,039	14,728	...	...	136,873	7,075	...	7,075	60	...	...	...	...	...	1,965	...	...	2,101,774
Rye.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Barley.	15,965	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oats.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peas.	731,572	...	...	35,335	...	...	...	...	4,000	4,410	...	...	...	...	...	...	...	...	...	...
Beans.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canaries.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coffee.	...	...	...	2,163	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tea.	1,600	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cotton.	304,039	2,794	5,138	14,385	1,903	...	809	3,000	...	...	...	...	...	...	...	...	...	...	...	...
Drugs.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hops.	6,269	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wool.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woolen & Sp. Yarn.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woolen.	4,417	...	...	15,852	12,276	...	350	...	...	...	...	...	...	...	...	...	...	...	...	...
Wool.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oil cake.	813,304	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oil.	7,217,249	934,324	2,627,443	1,736,468	825,533	446,746	3,877,448	816,574	3,837	439,033	...	9,989	214,327	214,327	11,300	233,358	536,135	848,812	10,933,066	10,933,066
Whale.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sperm.	160,228	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lard.	1,540	9,317	...	...	...	...	...	1,917	...	2,116	...	3,398	1,696	1,696	1,947	...	...	...	...	...
Pork.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pork & Lard.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Butter.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cheese.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rice.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yarrow.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whalebone.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whalebone.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Values 1871.	7,508,678	1,037,414	2,620,603	4,364,110	611,823	738,087	1,786,968	541,257	589,005	3,449,316	436,243	1,739,688	94,388	94,388	3,134	5,963	61,386	412,043	4,441,099	41,366,383
Total Values 1870.	7,508,678	1,037,414	2,620,603	4,364,110	611,823	738,087	1,786,968	541,257	589,005	3,449,316	436,243	1,739,688	94,388	94,388	3,134	5,963	61,386	412,043	4,441,099	41,366,383

Receipts of Domestic Produce for the Week and since January 1.

The receipts of domestic produce for the week and since Jan. 1, and for the same time in 1870, have been as follows:

	This week.	Since Jan. 1.	Same time '70.		This week.	Since Jan. 1.	Same time '70.
Wheat, pkgs.	280	1,827	2,209	Oil cake, pkgs.	200	4,798	14,809
Flour, bbls.	52,925	673,885	597,515	Oil, lard.	135	1,081	990
Wheat, bus.	91,439	651,312	820,591	Peanuts, bags.	988	33,339	29,984
Oats.	336,183	1,842,921	248,806	Provisions—			
Corn.	61,660	485,008	555,941	Butter, pkgs.	6,016	117,833	117,833
Rye.	48,594	305,693	493,988	Cheese.	7,031	73,834	52,287
Barley, &c.	4,329	124,116	8,892	Cutmeats.	4,816	89,719	52,816
Grass seed.	2,153	5,000	48,008	Eggs.	15,801	81,292	53,271
Beans.	5,114	66,576	101,603	Pork.	10,061	99,963	54,897
Peas.	25,613	379,139	225,919	Beef, pkgs.	4,293	69,495	45,361
O. meal, bbls.	3,916	109,229	114,090	Lard, pkgs.	4,760	108,681	45,635
Hides.	1,062	9,514	15,093	Lard, kegs.	119	5,380	7,717
Hops.	49,307	679,159	731,307	Rice, pkgs.	429	7,355	5,441
Wool, bales.	43	41,021	12,511	Starch.	2,705	45,049	45,367
Molasses, bbls.	173	1,680	2,956	Stearine.	294	6,601	2,465
Navy Stores.	702	10,929	19,943	Sugar, hds., &c.	23	12,045	333
Spirits turp.	11,801	130,332	175,102	Tallow, pkgs.	541	6,763	9,064
Rosin.	341	4,836	24,929	Tobacco, pkgs.	5,439	45,917	17,048
Tar.	150	1,387	2,511	Tobacco, hds.	2,140	11,238	8,515
Pitch.				Whiskey, bbls.	3,130	49,311	59,196
				Wool, bales.	549	15,345	22,331
				Dressed hogs No.	90,114	65,447	

COTTON.

FRIDAY, P. M., March 31, 1871.

By special telegrams received by us to-night from the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening March 31. From the figures thus obtained it appears that the total receipts for the seven days have reached 71,744 bales against 81,426 bales last week, 103,484 bales the previous week, and 136,533 bales three weeks since, making the total receipts since the first of September, 1870, 3,312,231 bales against 2,406,346 bales for the same period of 1869-70, showing an increase since September 1 this year of 905,885 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1870 are as follows:

RECEIPTS	1871.	1870.	RECEIPTS	1871.	1870.
Rec'd this week at—			Rec'd this week at—		
New Orleans.	32,335	26,388	Florida.	298	44
Mobile.	5,470	2,621	North Carolina.	449	503
Charleston.	3,559	2,931	Virginia.	6,391	1,899
Savannah.	11,033	9,725			
Texas.	4,635	4,500	Total receipts.	71,744	46,581
Tennessee, &c.	8,176	4,583	Increase this year.	25,163	

The exports for the week ending this evening reach a total of 111,741 bales, of which 65,661 were to Great Britain, 11,119 France and 34,961 to rest of the Continent, while the stocks as made up this evening, are now 579,731 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night:

Week ending M'ch 31.	Exported to—		Total this week.	Same w'k 1870.	Stock.	
	G. Brit	Cont'n't			1871.	1870.
New Orleans.....	26,257	22,969	49,126	33,081	239,957	192,438
Mobile.....	1,714	3,839	5,553	7,773	58,386	59,888
Charleston.....	1,852	2,621	4,473	5,308	21,597	15,005
Savannah.....	11,911	9,865	20,919	8,457	68,894	45,965
Texas.....	1,040	990	2,030	7,913	60,277	37,000
New York.....	19,387	7,554	27,441	10,393	111,000	55,000
Other ports.....		1,543	1,843	....	35,000	24,000
Total.....	65,661	46,080	111,741	72,525	579,731	432,296
Total since Sept. 1.....	1,706,027	501,632	2,207,659	154,409	.....	.....

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 39,216 bales, while the stocks to-night are 147,435 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to March 24, the latest mail dates. We do not include our telegrams to-night, as we cannot insure the accuracy or obtain the detail necessary by telegraph.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				North- ern Ports.	Stock.
	1870.	1869.	Great Britain	France	Other Foreign	Total.		
New Orleans	146,883	920,683	571,351	7,925	249,977	829,153	140,521	262,132
Mobile	347,295	250,557	385,094	....	94,921	210,015	31,770	62,251
Charleston	301,519	193,990	117,222	....	27,283	144,505	140,199	21,212
Savannah	646,536	469,151	256,806	....	78,292	365,098	231,470	66,501
Texas	199,932	132,935	94,025	....	12,929	106,955	34,610	59,685
New York	179,874	95,039	432,832	2,704	59,265	474,801	....	116,000
Florida	11,051	19,564	70	....	....	1,361	....	....
North Carolina	80,407	10,416	....	....	....	77,068	....	5,275
Virginia	275,991	173,387	2,938	....	....	2,955	26,412	5,621
Other ports	50,339	49,231	18,001	....	14,576	32,888	....	27,000
Total this year	3,240,487	....	1,710,366	10,529	445,043	2,165,938	914,235	626,781
Total last year .....	....	2,359,765	970,232	233,216	265,406	1,468,894	663,144	468,690

The market during the past week has been quiet and dull. In fact there has been nothing to stimulate any speculative movement. At Liverpool the buoyancy of last week has been followed by considerable steadiness in tone and quotations, but no further advance has been established, the close to-day being reported dull at 7 1/4 for Middling Uplands, the same as last Friday. Our market therefore has received no strength from Liverpool. At the Southern ports, too, we have had continued free receipts, showing that much cotton yet remains to come forward; while the unfavorable news from France indicates that the old demand from that

country cannot be anticipated at present. These facts, together with the early settlement of the contracts maturing this month, have withdrawn all speculative spirit from the market, and the feeling has been dull. Still there has been no pressure to sell, although buyers have found no difficulty in supplying their wants, and frequently at a shade below the market. The close to-night was dull at the prices of last Friday, except for Ordinary, which was 1/4 c. off. For forward delivery the business has been fair, but prices are about 1/4 c. lower, Low Middling being quoted to night for March, 14 1/16 c.; for April, 13 1/4 c.; for May, 13 1/16 c.; for June, 13 1/4 c.; for July, 13 1/4 c.; and for August, 14 c. The total sales of this description for the week have been 65,300 bales, including 1,100 free on board. For immediate delivery the total sales for this week 21,386 bales, including 1,576 bales to arrive, of which 3,186 bales were taken by spinners 917 bales on speculation, 15,294 bales for export, and 1,989 bales in transit. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.	10 1/4 @	11 @	11 1/4 @	11 1/4 @
Good Ordinary.	12 1/4 @	13 @	13 1/4 @	13 1/4 @
Low Middling.	14 @	14 1/4 @	14 1/4 @	14 1/4 @
Middling.	15 1/4 @	15 1/4 @	15 1/4 @	15 1/4 @
Good Middling.	16 1/4 @	16 1/4 @	16 1/4 @	16 1/4 @

Below we give the total sales of cotton and price of Uplands at this market each day of the past week:

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling.
Saturday.	8,811	11 @	12 1/4 @	14 1/4 @	15 1/4 @
Sunday.	4,597	11 @	12 1/4 @	14 1/4 @	15 1/4 @
Tuesday.	2,485	11 @	12 1/4 @	14 1/4 @	15 1/4 @
Wednesday.	3,362	10 1/4 @	12 1/4 @	14 1/4 @	15 1/4 @
Thursday.	3,240	10 1/4 @	12 1/4 @	14 1/4 @	15 1/4 @
Friday.	2,391	10 1/4 @	12 1/4 @	14 1/4 @	15 1/4 @

For forward delivery the sales (including 1,100 free on board) have reached during the week 65,300 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For March.	bales.	cts.	For June.	bales.	cts.
1,000.	2,000.	14 1/16	100.	100.	14 1/16
200.	200.	14 1/16	100.	100.	14 1/16
3,100.	3,100.	14 1/16	100.	100.	14 1/16
900.	900.	14 1/16	100.	100.	14 1/16
2,800.	2,800.	14 1/16	100.	100.	14 1/16
600.	600.	14 1/16	100.	100.	14 1/16
8,100 total March.	8,100.	14 1/16	100.	100.	14 1/16
For April.	4,300.	14 1/16	100.	100.	14 1/16
300.	300.	14 1/16	100.	100.	14 1/16
2,000.	2,000.	14 1/16	100.	100.	14 1/16
5,200.	5,200.	14 1/16	100.	100.	14 1/16
10,100.	10,100.	14 1/16	100.	100.	14 1/16
15,700 total May.	15,700.	14 1/16	100.	100.	14 1/16

The sales during the week of free on board have reached 1,100 bales. The particulars of these sales are as below:

600 free on board at Charleston.	p. t.
500 free on board at Mobile.	p. t.

The following exchanges have been made during the week:

3/4 c. paid to exchange 800 April for 800 March.	
5/16 c. paid to exchange 300 April for 300 July.	
400 March for 400 August, even terms.	

WEATHER REPORTS BY TELEGRAPH.—There appears to have been a return of rainy weather throughout the South the past week. Our telegrams state that at Macon, Montgomery and Memphis it has rained four days; at Nashville, Mobile and Columbus it has rained three days, and at Savannah, Augusta, Charleston and Selma it has rained two days during the week. Our correspondents complain that the rain is interfering materially with farming operations. The Savannah telegram speaks of the storm being very severe in that section. At Galveston the weather has been favorable and good progress is being made with the crop. The Thermometer at Galveston has averaged 52, at Memphis, 49; Mobile, 63; Columbus, 59; Macon, 56; Charleston, 55.

WEEKLY RECEIPTS OF COTTON.—Below we give a table showing the receipts of cotton each week at all the ports for several seasons, indicating, also, the total crop each year. Our figures are given in thousands of bales.

	1858-9.	1859-60.	1860-61.	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.
	Week.	Month.	Week.	Month.	Week.	Month.	Week.	Month.	Week.	Month.	Week.	Month.	Week.
September 3.	11	15	15	42	11	12	11	12	11	12	11	12	11
" 10.	23	15	42	11	12	11	12	11	12	11	12	11	12
" 17.	49	67	56	30	27	18	18	18	18	18	18	18	18
" 24.	60	143	69	166	77	177	30	66	49	50	39	70	39
October 1.	88	90	84	35	19	26	19	26	19	26	19	26	19
" 8.	110	119	92	44	60	69	60	69	60	69	60	69	60
" 15.	107	135	79	51	68	78	51	68	78	51	68	78	51
" 22.	110	139	104	57	83	83	57	83	83	57	83	83	57
" 29.	121	536	135	619	1	1	490	66	253	80	349	86	373
November 4.	139	156	144	71	95	107	71	95	107	71	95	107	71
" 11.	137	152	148	73	94	132	73	94	132	73	94	132	73
" 18.	135	150	145	73	82	122	73	82	122	73	82	122	73
" 25.	144	535	158	616	119	536	73	298	86	357	11	480	11
December 2.	136	183	96	92	103	141	96	92	103	141	96	92	103
" 9.	135	175	107	89	100	112	89	100	112	89	100	112	89
" 16.	145	179	121	83	110	156	83	110	156	83	110	156	83
" 23.	152	201	95	77	111	130	77	111	130	77	111	130	77
" 30.	150	708	162	604	102	621	87	438	114	541	125	704	125
January 6.	140	143	111	75	98	140	111	75	98	140	111	75	98
" 13.	124	163	150	78	88	133	78	88	133	78	88	133	78
" 20.	119	157	184	82	99	147	82	99	147	82	99	147	82
" 27.	132	545	166	639	196	631	86	321	104	389	151	571	151
February 3.	144	172	150	68	105	164	68	105	164	68	105	164	68
" 10.	136	179	1	6	71	106	1	6	71	106	1	6	71
" 17.	112	152	159	74	97	142	74	97	142	74	97	142	74
" 24.	84	476	132	635	111	568	57	770	83	385	137	594	137
March 3.	92	141	122	45	73	137	45	73	137	45	73	137	45
" 10.	73	106	64	37	67	137	37	67	137	37	67	137	37
" 17.	77	98	49	35	45	103	35	45	103	35	45	103	35
" 24.	70	88	54	32	53	104	32	53	104	32	53	104	32
" 31.	61	373	75	508	45	394	33	187	47	235	72	519	72

	1858-59.	1859-60.	1860-61.	1868-69.	1869-70.
	Week.	Month.	Week.	Month.	Week.
April	7	50	52	40	43
"	14	50	45	38	45
"	21	53	40	38	41
"	28	51	31	34	38
May	5	190	170	136	180
"	12	24	31	11	22
"	19	23	28	9	17
"	26	16	88	44	134
June	2	9	17	6	13
"	9	10	9	17	13
"	16	10	13	4	12
"	23	8	5	1	9
"	30	8	53	3	29
July	7	9	7	1	5
"	14	13	3	5	4
"	21	10	2	3	3
"	28	6	38	10	14
August	4	12	7	0	2
"	11	10	3	2	6
"	18	10	8	1	5
"	25	22	18	1	9
Corrections*	152	202	194	13	24
Total at ports	3,851	4,656	3,656	2,100	2,911
Overland				259	154
Consumed South	167	185	193	80	90
Total crop	4,018	4,861	3,849	2,439	3,155

* Made up on count of stocks, &c.

GUNNY BAGS, BAGGING, &c.—The market for spot cloth is very dull again, there being no buyers and prices merely nominal. We would quote 19@20c. currency, duty paid, for India, and to arrive 12½c. gold, in bond. Bags rule very quiet, and sales are confined to jobbing lots from store. The quotation is nominally 15½@16c. currency. Hemp has ruled quiet, but at the close we learn of a small movement in Manila. Sales are 550 bales to arrive per "Glenloyon" at 9½c., and 500 bales on spot at 9½c., at which price the market is steady. Jute has been in fair demand, but closes quiet; sales are 500 bales common at 5½c., and to arrive per "Dinapore" 500 bales superior at 6½c. gold. Jute Butts are fairly active and firm. Sales are 500 bales per "Prince Patrick" at 4c. currency; 700 bales per "Lucy S. Wyllys" at 4½c. currency; 500 bales per "Whittier" at 3½c. gold; and on spot some 2,000 bales at 3½@4c. currency, cash and time. The following is from the monthly circular of Messrs. Henry H. Crocker & Co. of to-day:

GUNNY CLOTH.

	1871.	1870.
Imported into the United States from January 1st to date	5,515	1,404
On the way to the United States March 31st	4,870	1,805
Loading at Calcutta last date for United States	70	3,800
Stock in importers' and speculators' hands in Boston, March 31st	9,100	3,600
Stock in importers' and speculators' hands in New York, March 31st	17,250	18,000
Imported from Europe from January 1st to date		
Shipments and consumption from N. Y. and Boston during March		
Stock on hand January 1st, including South		

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1870:

	—Week ending Mar. 31, 1871.—			—Week ending Mar. 31, 1870.—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	1,977	1,756	21,742	1,155	2,228	20,392
Columbus.....	865	1,341	7,899	572	508	13,000
Macon.....	331	941	8,550	449	1,588	13,265
Montgomery...	950	1,311	6,525	301	1,112	10,014
Selma.....	837	1,034	5,193	422	390	5,425
Memphis.....	6,956	15,073	25,970	4,160	5,716	16,887
Nashville.....	1,325	2,027	6,760	589	1,095	5,582
	13,241	23,483	82,639	7,648	12,637	84,565

These totals show that the interior stocks have decreased during the week 10,242 bales (being now 1,926 bales less than for the same period of last year), while the aggregate receipts are 5,593 bales more, and the shipments 10,846 bales more than for the corresponding period of 1870.

VISIBLE SUPPLY OF COTTON.—The following table shows the quantity of cotton in sight at this date of each of the two past seasons:

	1871.	1870.
Stock in Liverpool	750,000	452,000
Stock in London	74,890	64,690
Stock in Glasgow	300	350
Stock in Havre	41,376	57,960
Stock in Marseilles	4,000	7,806
Stock in Bremen	9,250	9,600
Stock rest of Continent	25,000	28,000
Afloat for Great Britain (American)	385,000	227,000
Afloat for France (American and Brazil)	15,681	44,596
Total Indian Cotton afloat for Europe	169,000	131,340
Stock in United States ports	579,731	432,996
Stock in inland towns	82,639	84,565
Total	2,116,817	1,540,203

These figures indicate an increase in the cotton in sight to-nigh 576,614 bales compared with the same date of 1870.

The exports of cotton this week from New York show a decrease since last week, the total reaching 19,817 bales, against 25,931 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1870; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1870

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	Mar. 4.	Mar. 11.	Mar. 18.	Mar. 25.		
Liverpool	21,030	13,103	20,627	14,075	425,163	312,546
Other British Ports	.....	.....	935	.....	7,669	771
Total to Gt. Britain	21,030	13,103	21,562	14,075	432,832	313,317
Havre	.....	.....	666	2,038	2,704	13,311
Other French ports	.....	.....	.....	.....	.....	.....
Total French	.....	.....	666	2,038	2,704	13,311
Bremen and Hanover	2,465	1,338	1,684	1,255	116,770	31,216
Hamburg	.....	493	625	349	5,548	16,737
Other ports	613	835	1,394	2,107	12,321	3,856
Total to N. Europe	3,078	2,566	3,703	3,704	36,139	51,808
Spain, Oporto & Gibraltar &c	.....	.....	.....	.....	2,363	.....
All others	561	.....	.....	.....	763	1,809
Total Spain, &c.	561	.....	.....	.....	3,126	1,809
Grand Total	24,669	15,659	25,931	19,817	474,801	380,346

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, 1869:

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans	6,573	100,651	2,949	25,335	3,435	.....	.....	86
Texas	1,234	25,203	.....	6,434	.....	.....	.....	13,538
Savannah	2,310	161,674	1,139	33,750	12,933	241	18,538	.....
Mobile	224	8,719	.....	7,008	.....	.....	.....	238
Florida	137	1,398	.....	.....	.....	.....	.....	.....
South Carolina	2,222	190,135	3,100	387	7,105	256	11,237	.....
North Carolina	188	53,259	407	185	4,778	210	4,996	.....
Virginia	4,172	168,492	674	44,673	10	69	988	48,096
North'n Ports	31	9,624	2,378	69,422	.....	.....	.....	.....
Tennessee, &c.	6,173	187,047	72	13,940	461	11,806	1,470	25,506
Foreign	.....	.....	.....	115	.....	.....	.....	.....
Total this year	23,164	836,202	7,212	204,184	1,043	40,216	3,165	104,687
Total last year	9,841	539,338	6,629	171,221	664	39,649	1,185	77,369

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 97,166 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests up to last Saturday night:

	Total bales.
NEW YORK —To Liverpool, per steamers City of Dublin, 774..... Idaho, 3,657.....	14,075
Algeria, 1,548..... Batavia, 863..... City of London, 821..... Holland, 3,060..... per ship Flying Foam, 3,352.....	14,075
To Continent via Glasgow, per steamer India, 131.....	2,038
To Havre, per steamer Avon, 2,038.....	2,038
To Bremen, per steamer Donau, 632..... per bark Everhar Delius, 632.....	1,255
To Hamburg, per steamer Holsatia, 342.....	342
To Amsterdam, per bark E. H. Duval, 1,900.....	1,900
To Cronstadt, per bark Freyga, 76.....	76
NEW ORLEANS —To Liverpool, per steamer Chrysolite, 1,678..... per ships Cherokee, 1,430..... Astoria, 3,963..... Kendrick Fish, 4,108..... Marchmont, 3,450..... Pharos, 3,832..... Pocahontas, 3,553..... Kronprinsen, 2,945..... Zetland, 3,540..... per barks N. Raffalina, 2,399..... John Ellis, 2,269..... per brig Jane Goodyear, 305.....	32,762
To Cork, for orders, per ship Henry, 3,465.....	3,465
To Havre, per brig Alice M. Putnam, 1,100..... per schooner Kate Brigham, 1,385.....	2,485
To Bremen, per barks Lakemba, 1,801..... Estella, 1,610.....	3,411
To Amsterdam, per bark Columbia, 1,554.....	1,554
To Cronstadt, per ship Minerva, 1,604..... per barks Agewen, 1,300..... Ebenezer, 1,317.....	4,121
To Gottenburg, per bark Carolina, 1,030.....	1,030
To Gefle, per bark Mercurius, 1,694.....	1,694
To Venice, per bark Halcyon, 1,770.....	1,770
MOBILE —To Cronstadt, per brig Carrie Purrington, 815..... Christian IX, 500.....	1,315
CHARLESTON —To Liverpool, per bark Midas, 1,488 upland.....	1,485
To Amsterdam, per bark Draupner, 1,650 upland.....	1,650
SAVANNAH —To Liverpool, per barks Jennie S. Baker, 3,300 upland..... Susan M. Dudman, 2,413 upland.....	5,713
To Bremen, per ship Tidal Wave, 3,230 upland.....	3,230
To Amsterdam, per bark Yarmouth, 2,160 upland.....	2,160
To Barcelona, per bark Maria and Isabel, 900 upland.....	900
To Trieste, per schr. Wm. Hunter, 1,000 upland.....	1,000
TEXAS —To Liverpool, per barks Rosita, 801..... Tiroy Sabrins, 850..... Crimea, 1,484.....	3,133
To Cork for orders, per bark H. G. Hall, 1,500.....	1,500
To Amsterdam, per bark Atlanta, 1,525.....	1,525
BALTIMORE —To Liverpool, per barks Lorenzo, 329..... Maria, 306.....	1,135
Georgiana, 500.....	25
BOSTON —To British Provinces, 25.....	4
To Fayal, per bark Fredonia, 4.....	4
Total	97,166

The particulars of these shipments, arranged in our usual form are as follows:

	Liverpool.	Cork.	Havre.	Bre-men.	Ham-burg.	Amster-dam.	Cron-stadt.	Gotten-burg.	Total.
New York	14,075	.....	2,038	1,255	342	1,900	76	.....	19,817
N. Orleans	32,762	3,465	2,485	3,411	.....	1,554	4,121	1,000	52,292
Mobile	.....	.....	.....	.....	.....	1,515	.....	.....	1,595
Charleston	1,485	.....	.....	.....	.....	1,650	.....	.....	3,135
Savannah	5,713	.....	.....	3,230	.....	2,160	.....	.....	13,003
Texas	3,135	1,500	.....	.....	.....	1,585	.....	.....	6,160
Baltimore	1,135	.....	.....	.....	.....	.....	.....	.....	1,135
Total	58,305	4,965	4,523	7,896	342	8,789	5,512	1,030	97,166

Included in the above totals are from New York 131 bales to Continent via Glasgow; from New Orleans, 1,694 bales to Gefle and 1,770 bales to Venice; from Mobile, 280 bales to Barcelona; from Savannah, 900 bales to Barcelona and 1,000 bales to Trieste; from Boston, 25 bales to British Provinces and 4 bales to Fayal.

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 110 $\frac{1}{2}$ and 110 $\frac{1}{4}$, and the close was 110 $\frac{1}{4}$. Foreign Exchange market is firm to-day. The following were the last quotations: London bankers', long, 109 $\frac{1}{2}$ @-; short, 110 $\frac{1}{2}$ @-, and Commercial, 109 $\frac{1}{2}$ @109 $\frac{1}{4}$. Freight closed at 5-16@d. by steam and 9-32@11-32d. by sail to Liverpool.

BY TELEGRAPH FROM LIVERPOOL.—

By TELEGRAPH FROM LIVERPOOL.—
LIVERPOOL, March 31, 5 P. M.—The market has ruled dull to-day, with sales amounting to 10,000 bales, including 2,000 bales for export and speculation. The sales of the week have been 81,000 bales, of which 15,000 bales were taken for export and 9,000 bales on speculation. The stock in port is 750,000 bales, of which 415,000 bales are American. The stock of cotton at sea bound to this port is 552,000 bales, of which 365,000 bales are American.

	March 10.	March 17.	March 24.	March 31.
Total sales.....	72,000	78,000	84,000	81,000
Sales for export.....	18,000	14,000	11,000	15,000
Sales on speculation.....	5,000	6,000	9,000	9,000
Total.....	768,000	804,000	780,000	750,000
Stock of American.....	421,000	466,000	452,000	415,000
Total abroad.....	512,000	501,000	523,000	539,000
American abroad.....	350,000	335,000	340,000	365,000

The following table will show the daily closing prices of cotton for the week:								
			Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price	Mfd.	Uplands.	7½@7½	7½@	7½@	7½@	7½@...	7½@...
"		Orleans.	7½@7½	7½@	7½@	7½@	7½@...	7½@...
"	Up.	to arrive.	...	...	...	...	...	...

Trade Report.—The market for yarns and fabrics at Manchester is steady.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of March 18, states:

date of March 16, 1885.

LIVERPOOL, Mar. 18.—The following are the prices of American cotton compared with those of last year:

	Fair & fair		G'd & fair		Same date 1870	
	Ord.	Mid.	Ord.	Mid.	Ord.	Mid.
See Island.....	18	18	21	23	26	30
Stained.....	19	22	23	25	19	22
	Ord.	G. Ord.	L. Mid.	Mid.	G. Mid.	M. F.
Uplands.....	6½	7	7½	7½	8	8
Middle.....	6½	6½	7 3-16	7 7-16	7½	8
N. Orleans & Texas	6½	7	7½	7½	8	8

The following are the prices of middling qualities of cotton at this date and since 1863:

	1868.	1869.	1870.	1871.
Midland	d.	d.	d.	d.
Sea Island	26	27	19	23
Upland	10%	12	11%	7%
Mobile	10 3-16	12	11%	7 7-16
Orleans	10%	12%	11%	7%

	1868.	1869.	1870.	1871.
Midland	d.	d.	d.	d.
Pernambuco	9%	11%	11%	7%
Egyptian	9	10	9%	6
Broach	.....	9	8%	4%
Dholerah	.....	9	8%	4%

Since the commencement of the year the transactions on speculation and for export have been :

	Taken on spec. to this date—			(Actual exp. from Liv., Hull & other exports to date—		Actual exp't from U.K. in 1870.
	1871, bales.	1870, bales.	1869, bales.	1871, bales.	1870, bales.	1870. bales.
American...	29,180	46,370	61,290	89,296	124,750	148,050
Brazilian...	200	4,660	9,690	7,874	13,197	7,900
Egyptian...	1,150	2,640	9,140	2,556	1,019	12,480
W. Indian...	750	710	270	245	2,028	447,300
E. Indian...	17,130	50,070	143,360	53,877	40,487	
Total....	48,410	104,450	204,350	153,848	74,440	658,430

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

	SALES, ETC., OF ALL DESCRIPTIONS.							
	Sales this week.				Total	Same	Average	
	Trade.	Ex- port.	Specu- tion.	Total.	year.	period	weekly sales.	
					1870.	1871.	1870.	1871.
American...bares.	39,800	6,160	61,230	51,200	495,570	307,040	36,800	22,230
Brazilian.....	4,210	1,910	9,690	6,250	41,430	86,770	3,150	6,990
Chinese.....	5,730	680	9,140	4,400	49,350	35,610	4,030	3,780
East Indian.....	1,270	1,270	400	2,940	12,430	13,460	1,090	940
West Indian.....	6,630	5,730	143,960	15,560	204,890	266,020	9,910	14,610
Total.....	57,580	14,510	224,350	78,790	804,660	717,130	54,710	47,940

	Imports.				Stocks.		
	This week.	To this date 1871.	To this date 1870.	Total. 1870.	This day. 1870.	Same date 1870.	Dec. 31. 1870.
American.....	106,040	844,026	307,918	1,655,991	465,950	111,070	109,710
Brazilian.....	1,829	96,825	88,543	390,564	83,850	87,630	28,150
Egyptian.....	9,060	56,835	58,609	191,737	87,260	46,490	39,760
West Indian... 150		20,699	10,659	84,720	31,480	20,820	10,000
East Indian... 11,142		117,066	61,965	902,139	135,990	94,960	180,550
Total.....	128,268	1,176,186	535,295	3,252,282	804,500	294,970	378,730

Of the present stock of cotton in Liverpool nearly 58 per cent is American against 37.50 per cent last year. Of Indian cotton the proportion is nearly 17 per cent, against 22 per cent.

LONDON, March 18—The market opened heavily at rather lower prices, but toward the close of the week an improvement took place. For arrival, prices have advanced $\frac{1}{4}$ d to $\frac{1}{4}$ d per lb. The following are the particulars of imports, deliveries and stocks:

	1869.	1870.	1871.
	bales.	bales.	bales.
Imports, January 1 to March 16.....	58,282	31,070	41,764
Deliveries.....	121,092	88,624	34,697
Stocks, March 16.....	82,419	64,690	74,890

BREADSTUFFS.

FRIDAY P. M., March 31, 1871.

There has been a fair degree of activity in Flour and Grain the past week, and prices have shown but little variation.

The receipts of Flour do not increase, while the demand has been general, without developing much feature. For low shipping extras there has been some inquiry, and lines have been taken to some extent at \$6 80@6 85 delivered, but the better grades held at \$6 70 and upward, have had a slow sale. The demand for the Provinces and the West Indies has not been so pressing, and the home trade have done little more than supply immediate wants.

To day the market ruled firm, but the demand was without improvement.

The Wheat market has been fairly active for export, with some milling demand. A better supply of the finer grades of amber Winter Wheat, received by rail, has weakened prices for that variety; but Spring and white Wheats have ruled very firm. A considerable eastward movement by rail has commenced from the West, but with light stocks on the seaboard prices are not affected thereby. To-day Spring Wheats were higher, with large sales at \$1 56@1 61 in store and afloat, mainly for export, but Winter Wheats were lower, with sales of choice amber at \$1 68 afloat. We also notice the sale of 30,000 bushels No. 2 Spring to arrive by rail at \$1 53 afloat.

Corn has come forward freely by rail, and prime new mixed sold in the first half of the week as low as 82c., but with a revival of export demand, and the Liverpool quotation advanced 3d; the close is very active at 83@83½c. for new mixed, ^{afloat}. Oats have been active and higher, but to-day the market was dull, and part of the late advance was lost. Rye remains quiet and unchanged. Barley has sold quite freely, but at the close the demand seemed to have subsided for the present. Canada Peas are unsettled and nominal.

The following are the closing quotations:

The following are the closing quotations.			
Flour—		Wheat, Spring, bush.....	\$1 45@ 1 61
Superfine.....	3 bbl. \$6 00@ 6 45	Red Winter.....	1 55@ 1 68
Extra State.....	6 50@ 6 80	Amber do.....	1 65@ 1 85
Western, com-		White.....	1 65@ 1 95
mon.....	6 50@ 6 80	White California.....	1 75@ 1 85
Extra and double extra		Corn, Western Mix'd.....	82@ 83 1/2
Western & St. Louis.....	6 85@ 6 90	Yellow, new.....	84@ 85
Southern shipp'g extras.....	6 85@ 7 25	White.....	84@ 90
Southern, trade and		Rye.....	1 12@ 1 20
family brands.....	7 50@ 9 25	Oats.....	64@ 70
Rye Flour, extra.....	5 85@ 6 40	Barley.....	1 10@ 1 20
Corn Meal, Western and		Malt.....	1 00@ 1 20
Southern.....	3 80@ 4 45	Peas, Canada.....	2 00@ 2 50

The movement in breadstuffs at this market has been as follows

	RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
	1871.		1870.		1871.		1870.	
	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.	52,595	678,885	597,515	30,355	470,434	19,986	351,121	
C. meal, "	5,714	66,576	101,608	1,873	25,327	1,059	19,856	
Wheat, bush	91,439	831,242	820,591	213,972	2,193,788	87,596	2,101,774	
Rye, "	356,483	1,564,934	548,850	104,873	796,599	16,416	97,429	
Oats			309					8,709
Barley, &c	48,584	205,693	492,938	15,995	15,995	....	....
	61,560	408,008	555,941	2,510	11,566	1,000	7,606	

The following tables, prepared for THE CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the grain in sight and the movement of breadstuffs to the latest mail dates :

	Flour. bbls. (196 lbs.)	Wheat. bush. (60 lbs.)	Corn. bush. (56 lbs.)	Oats. bush. (32 lbs.)	Barley. bush. (48 lbs.)	Rye bush. (56 lbs.)
Chicago.	1,122	39,973	153,869	46,914	13,722	3,753
Milwaukee.	27	2,383	27,990	7,514	2,090	4,486
Toledo.	6,500	24,635	194,040	24,701	1,800	4,185
Detroit.	9,283	21,493	15,327	16,391	2,631	4,000
Cleveland.	5,360*	16,850	10,150	9,750	1,600	4,000
St. Louis.	21,678	107,119	128,850	96,616	6,769	3,208

Totals	71,322	238,353	431,716	301,786	28,643	11,862
Previous week	46,092	118,148	221,880	104,337	17,769	6,326
Correspond'g week, '70	70,831	229,371	153,591	71,459	22,410	7,646
" '69	92,468	250,820	421,881	181,006	14,957	28,396
" '68	59,496	100,203	231,012	91,371	8,664	7,032
" '67	40,546	101,383	338,007	77,166	28,754	53,800

*Estimated.
The comparative quantities do not include St. Louis receipts.

COMPARATIVE RECEIPTS at the same ports from Jan. 1 to Mar. 25, inclusive, for four years:

	1871.	1870.	1869.	1868.
Flour, bbls.....	693,727	812,600	1,821,309	684,981
Wheat, bush.....	3,822,454	4,220,540	4,968,277	2,198,873
Corn, bush.....	6,114,885	2,548,060	6,632,056	6,305,275
Oats, bush.....	1,441,736	2,027,147	2,024,074	1,439,594
Barley, bush.....	358,461	372,306	818,625	314,854
Rye, bush.....	192,826	140,857	374,932	134,480

Total grain, bush.....	11,929,862	8,508,910	14,438,014	10,395,076
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And from August 1 to and including Mar. 25 for four years:

And from August 1, to and including Mar. 20, for four years:				
Flour.....	bbls.	1870-71. 2,907,890	1869-70. 3,113,107	1868-69. 3,865,478
				1867-68. 2,989,521
Wheat.....	bushels.	39,329,493	31,605,407	29,406,634
Corn.....		15,615,568	15,577,177	18,871,081
Oats.....		10,804,261	8,618,935	15,485,180
Barley.....		4,343,475	4,272,508	2,567,574
Rye.....		1,115,631	970,410	1,916,089
				1,720,869
				1,380,237

Total grain, bushels.....	62,240,428	61,423,437	67,907,428	61,131,667
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SHIPMENTS FROM CHICAGO ST. LOUIS MILWAUKEE TOLEDO AND

	Flour, bbls.	Wheat, bu.	Corn, bu.	Oats, bu.	Barley, bu.	Rye, bu.
Week ending Mar. 25,	'71.60,100	73,791	521,739	30,114	10,690	4,964
Week ending Mar. 18,	'71.61,837	57,513	255,276	44,980	30,373	1,785
Week ending Mar. 26,	'70.63,493	161,653	138,094	37,787	12,809	13,850
Week ending Mar. 26,	'69.87,975	76,231	247,110	59,915	14,644	26,961

COMPARATIVE SHIPMENTS of flour and grain from the ports of Chicago, St. Louis, Milwaukee, Toledo and Cleveland, from Jan. 1 to Mar. 25, inclusive, for four years:

	1871.	1870.	1869.	1868.
Flour.....bbls.	606,132	753,872	1,043,547	....
Wheat.....bush.	478,597	1,253,461	1,446,036	....
Corn.....	3,588,661	1,609,134	2,941,788	....

Imports of Sugar & Molasses at leading ports since Jan. 1.

The imports of sugar (including Molado), and of Molasses at the leading ports from January 1, 1871, to date, have been as follows:

	Sugar.		Molasses.	
	Boxes.	Hhds.	Boxes.	Hhds.
New York.....	59,246	75,561	70,635	63,821
Boston.....	15,037	5,081	12,765	32,120
Philadelphia.....	12,932	12,051	9,838	11,838
Baltimore.....	10,351	10,352	19,496	15,591
New Orleans.....	6,452	8,959	811	46
Total.....	104,118	112,983	118,739	100,342

*Including tierces and barrels reduced to hhds.

SPICES.

There is scarcely any market worth reporting at present, either in a wholesale or retail way, the movement being confined to very small parcels, absolutely required by purchasers for their immediate wants. The stocks are moderate as a rule, not well assorted and receiving few additions, and holders as a consequence retain a fair amount of faith, but prices for the time being are not remarkably strong, and a first-class buyer can obtain many small favors. Importers report that all recent advices from the points of production are of a stimulating nature, but have no effect upon our market in the absence of a demand.

FRUITS, &c.

The market since the date of our last has shown rather more activity and firmness at the decline noted then. The movement in Layer Raisins is small and confined to the jobbing wants of the trade, who buy only enough to carry them along from day to day. Holders, generally, are firm, and good brands cannot be bought below \$2 77½. Sardines declined early in the week, which caused a movement, and prices reacted again, closing about steady, as quoted in our last. Currants have ruled rather quiet but easy. Prunes favor the buyer and are slow of sale. All kinds of Nuts are quiet, but Almonds are held with confidence. Brazils sell in a small way at 10c. Walnuts are steady but slow of sale. Fire Crackers are active.

Mediterranean box fruit has sold less freely this week, but sound stock has brought fair prices. The large supply of Mediterranean has forced the price of West India down, and \$8 per bbl. is the price of Porto Rico Oranges. Baracoa Cocoanuts sell fairly at former prices. Bananas are in moderate request at fair prices. The first lot of Pine Apples arrived since our last and sold at \$25 per 100. At the auction sale to-day Messina Oranges sold at \$3 50@4 00 per box; do. Lemons \$3 80@3 90; Naples Oranges \$2 10@2 90, and do. Lemons \$2 50@2 60.

The market for Dried Apples is dull, and buyers are exerting themselves to force down prices; holders are generally unwilling to accept lower rates, but the advantage seems in the buyer's favor. A lot of some size has been sold for export, but the quantity and kind is kept a secret, lest it should have influence on the market. Blackberries move slowly, but are held at full prices. Pared Peaches are firm, but the high prices asked for them checks their sale. We note one lot of 1,800 pounds Eastern Shore sold at 26c. Raspberries sell fairly at easy prices. Prime pitted Cherries are steady and in demand, but sugared and wet sell at 20c. per pound less. Plums are steady, but quiet. Peanuts have ruled less active this week; neither buyers nor sellers seem anxious to do much, and the market is not quotably changed in price. Pecans are firm.

Domestic Green Apples are slow, except choice kinds. They are rotting badly, and sound selected sell at 4c@5c per barrel. Cranberries are in good supply for this season of the year, and meet with a small demand; sales of the best at \$3 50 per crate in a jobbing way, fair at \$2@2 50 per crate.

ADVICES FROM PRODUCING MARKETS.

Tea.—Mail advices from all the China ports are at hand, dating as follows: Shanghai, February 11.—A business during the past month had been done to the extent of 31,000 half chests, reducing the stock to 20,000 half chests, composed of inferior quality. The quantity of Tea yet to come from the country is unknown, but it is confidently expected that the total season's supply will fall below last year's by fully 4,000,000.

Amoy.—The season is closed, no settlements and no stock. Foochow, January 31.—For the month an active business had been done, both in Congous and Oolong, with firm prices, which reduced the stock of both descriptions, leaving only undesirable Teas on offer, for which holders are asking a relative advance over the rates of recent transactions. Oolong in stock amount to about 13,000 half chests.

Yokohama, February 22.—Transactions in Japan Teas for the month past amounted to 10,000 piculs, showing a fair business, and causing an advance in price of 1½@2 ¢ picul. Stock now on offer about 6,500 piculs. The following shows the quantity of Tea afloat for the United States at latest dates (not including San Francisco), and which has not yet arrived:

Date of sailing 1870-71.	Name of Vessel.	From.	CARGO.		
			Black. lbs.	Green. lbs.	Japan. lbs.
Nov. 24.....	Belle.....	Amoy.....	224,821	.....	.....
Dec. 2.....	Nellie Abbott.....	Shanghai.....	485,583	.....	485,583
Dec. 15.....	Annie Gray.....	.....	696,523	.....	696,523
Dec. 20.....	Levi Stevens.....	.....	621,394	.....	621,394
Dec. 24.....	J. Shepard.....	Whampoa.....	66,888	.....	66,888
Dec. 28.....	King Fisher.....	Hong Kong.....	528,000	65,740	593,740
Jan. 8.....	Belted Will.....	Yokohama.....	.....	885,927	885,927
Jan. 8.....	Orpheus.....	Foochow.....	1,117,830	.....	1,117,830
Jan. 8.....	Maori.....	Whampoa.....	106,944	7,960	114,904
Jan. 10.....	Jas. S. Stone.....	Shanghai.....	772,279	.....	772,279
Jan. 15.....	G. T. Ray.....	Yokohama.....	380,027	380,027	.....
Jan. 14.....	Ada.....	Foochow.....	758,225	.....	758,225
Jan. 14.....	Clamorganshire.....	.....	508,579	.....	508,579
Jan. 15.....	Carnarvonshire.....	.....	371,583	.....	371,583
Jan. 19.....	Counlarkyle.....	Yokohama.....	617,819	617,819	.....
Jan. 21.....	Royal Minstrel.....	.....	518,870	518,870	.....
Jan. 27.....	Comme Hor.....	Hong Kong.....	36,400	.....	36,400
Jan. 27.....	Handers.....	.....	288,145	.....	288,145
Feb. 3.....	Solent.....	Yokohama.....	805,522	805,522	.....

Total known to be afloat.....5,518,618 2,619,749 8,628,145 12,128,242
Total exports to U. S. ports, June 1 to Feb. 7.....13,668,131 16,628,029 8,792,099 39,188,259
Total exports to U. S. ports, same time 1869.....11,895,017 15,871,878 6,021,206 33,288,096

Rio Coffee.—Messrs. Wright & Co.'s telegram, dated Rio Janeiro, March 7, 1871, says:
Sales of Coffee for United States since March 4.....30,000 bags.
Shipments.....6.0 0
Loading.....45,000 "
Stock.....72,000 "
Exchange, 24½d.

Cuba Sugar.—HAVANA, March 24.—The enquiry has been fair throughout the week, and the transactions effected might have been of more importance had not the same causes alluded to in several of our previous reviews, as difficulties regarding holders and buyers to agree upon prices, scantiness of staple suitable descriptions for certain markets, checked buyers desires to operate and prevented them to extend their purchases so far as they felt disposed to.

Owing to better news from abroad the market closes very firm at 10½@10¾ ¢ for current No. 12, at for the United States and Northern Europe, while crystallized sorts suitable for the Spanish and Mediterranean markets are paid for at from 10½@10¾ ¢. Our to-day's quotations are calculated on the basis of 10½ ¢ for good strong No. 12. The sales which have been reported during the week amount to about 19,000 boxes of all kinds, against 19,000 boxes last week.

Shipments this week from Havana and Matanzas have been as follows:

	Boxes.		Hhds.	
	To New York.....	To all Ports.....	To New York.....	To all Ports.....
New York.....	13,546	.....	8,786	.....
Boston.....	428	.....	100	.....
Baltimore.....	152	.....	440	.....
New Orleans.....	888	.....	440	.....
Total export of the week to all countries.....	40,528	.....	4,718	.....

The general movement at both ports has been as follows:

	Rec'd this week.		Exports since January 1.		Stock at date.	
	Boxes.	Hhds.	Boxes.	Hhds.	Boxes.	Hhds.
1871.....	63,548	4,783	97,743	33,689	226,580	36,870
1870.....	66,927	6,835	127,583	36,461	397,061	46,244
1869.....	60,930	4,698	188,537	29,772	404,537	54,207

Manila Sugar.—Market reports to February 1, advise a good business having been done at an advance in prices. Total settlements for fortnight were set down at 25,000 piculs at \$5 for superior, and \$5 50@5 75 for extra, though at the close the demand at these rates seemed filled and the market was weaker. Nothing done in Brown and No. 12.

The following shows the quantity of Sugar afloat for the United States at last advices, and which has not yet arrived:

Ship.	For.	Piculs (133 lbs.)		Ship.	For.	Piculs (133 lbs.)	
		New York.	New York.			New York.	New York.
Nov. 27.....	Glenlyon.....	11,678	.....	Jan. 9.....	Chattanooga.....	12,000	.....
Nov. 28.....	E. A. Oliver.....	8,400	.....	Jan. 21.....	Monti oosa.....	16,008	.....
Dec. 31.....	Aberdeen.....	19,000	.....	Jan. 28.....	Kildonan.....	6,400	.....
Oct. 21.....	Banker Hill.....	.....	.....	.....	.....	.....	.....
Jan. 30.....	Golden Fleece.....	26,254	.....	.....	.....	.....	.....
		Total piculs (of 133 lbs.).....				101,385	

	Exports since January 1, to United States.		Europe.	
	1871.	Piculs.	1870.	Piculs.
.....	60,657	.....	6,400	.....
.....	30,295	.....	27,579	.....

Java Coffee and Sugar.—Advices to January 12 report the total export of Coffee from Padang for 1871, was to United States, 90,533 piculs; to Holland, 22,556 piculs. At the Gov't sale, December 30, 56,400 piculs No. 1 were disposed of at \$34.20.

EXPORT FOR FOUR YEARS PAST.

	United States.		Holland.	
	1869.	Piculs.	1869.	Piculs.
.....	104,083	.....	56,166	.....
.....	72,712	.....	108,087	.....
.....	57,147	.....	45,418	.....
.....	68,708	.....	78,889	.....

PRICES CURRENT.

The Following are Ruling Quotations in First Hands On the Purchase of Small Lots Prices are a Fraction Higher.

Tea.			
		Duty paid.	Duty paid.
Hyson, Common to fair.....	45	@ 53	
do Superior to fine.....	60	@ 75	
do Ex. fine to finest.....	85	@ 115	
Young Hyson, Com. to fair.....	50	@ 55	
do do Super. to fine.....	60	@ 90	
do Ex. fine to finest.....	65	@ 130	
Gump, & Imp., Com. to fair.....	65	@ 75	
do do Sup. to fine.....	85	@ 100	
do Ex. fine to finest.....	115	@ 150	
Hyson Sk. & Tw. C. to fair.....	40	@ 45	
do do Sup. to fine.....	45	@ 52	
H. Sk. & Tw'ky Ex. f. to finest..... 55 @ 60			
Uncol. Japan, Com. to fair..... 50 @ 65			
do do Sup'r to fine..... 70 @ 75			
do Ex. f. to finest..... 60 @ 65			
Oolong, Common to fair..... 50 @ 60			
do Superior to fine..... 65 @ 85			
do Ex. fine to finest..... 95 @ 120			
Souc. & Cong. Com. to fair..... 50 @ 60			
do do Sup'r to fine..... 65 @ 80			
do Ex. f. to finest..... 90 @ 120			
Coffee.			
No Prime, duty paid.....	gold. 16	@ 16½	
do good.....	gold. 15	@ 15½	
do fair.....	gold. 14	@ 14½	
do ordinary.....	gold. 13	@ 13½	
Java, mats and bags.....	gold.	@ 20	
do Brown.....	20	@ 22	
Native Ceylon..... gold. 15½ @ 17			
Maracalbo..... gold. 14 @ 15½			
Laguayra..... gold. 14½ @ 16½			
St. Domingo, in bond..... gold. 10 @ 11½			
Jamaica..... gold. 15 @ 15½			
Sugar.			
Hav'a, Box, D.S. Nos. 19 to 20.....	12½	@ 12½	
Havana, Box, white.....	11½	@ 12½	
Porto Rico, refining grades.....	9½	@ 9½	
do do grocery grades.....	9½	@ 10½	
Brazil, bags.....	8	@ 9½	
Manila, bags.....	8	@ 9	
White Sugars.....	11½	@ 12	
do do B.....	10½	@ 11½	
do do Extra C.....	11½	@ 11½	
Yellow sugars.....	10½	@ 11½	
Crushed and granulated.....	12½	@ 13	
Powdered.....	12½	@ 13	
Molasses.			
Raidoon, dressed, gold in bond 3½ @ 3½			
Spices.			
Cassia, in cases.....	gold 32	@ 32½	
Cassia, in mats.....	32	@ 32½	
Ginger, Racc and At (gold).....	8½	@ 10½	
Macis.....	8	@ 15	
Nutmegs, casks.....	8	@ 85	
do cases Penang.....	84	@ 85	
Fruits and Nuts.			
Raisins, Seedless, new mat 5 75	.....	.....
do Layer, 1870, box 2 75	.....	.....
do Sultan, 1870, box 15½ ¢	.....	.....
do Valencia, 1870, box 12 ¢	.....	.....
do London Layer.....	3	@ 3	
Currants, new.....	9½	@ 9½	
Citron, Lephor.....	41	@ 41	
Prunes, Turkish, old.....	11½	@ 11½	
Prunes, Turkish, new.....	19	@ 19	
Prunelles.....	19	@ 19	
Dates.....	9	@ 9	
Figs, Smyrna.....	12	@ 12	
Cherries German.....	7	@ 7	
Canton Ginger.....	9	@ 9	
Almonds, Languedoc.....	18½	@ 19	
do Tarragona.....	20	@ 20	
do Frica.....	13	@ 13	
do Sicily, soft shell.....	11½	@ 11½	
do Shelled, Spanish.....	32	@ 32	
do paper shell.....	51	@ 51	
Sardines.....	7	@ 7	
Sardines.....	18½	@ 18½	
Grocers' Drugs and Sundries.			
Alum.....	8½	@ 8½	
Bi-Carb. Soda (Eng.).....	4½	@ 4½	
Sal Soda, Cast.....	3	@ 3	
Sulphur.....	3	@ 3	

THE DRY GOODS TRADE.

FRIDAY, P. M., March 31, 1871

There has been no important change in the trade since our last review, and the general features of the trade are much the same as at that time. Prices have been declining on nearly all cotton fabrics to complete the revision begun earlier in the month, and the market is more settled at the close, though there are still several makes of different goods which are yet to be marked down. The trade has been more evenly distributed among the large and small jobbing houses, and the latter are doing a more satisfactory business. The aggregate distribution continues considerably in excess of that of the same period last year, and jobbers generally express satisfaction with the season's business, thus far. The Western and near-by trade are well represented in the market, and are buying with fair freedom, though purchasers, as the rule, display marked caution, and few large lots are placed. There are very few small Southern buyers in the market, as these dealers are purchasing comparatively small amounts, and are buying mostly on mail orders. Large Southern dealers are also limiting their purchases to such amounts as will meet their requirements during the early part of the season, but the aggregate movements to this section are fair, and the cautiousness displayed by buyers is considered a very favorable feature by dealers here. Collections are easy in most sections, and the trade appears to be in a healthy condition, with the prospects favorable for a satisfactory season's business and comparatively few losses.

DOMESTIC COTTON GOODS.—The demand for all classes of cotton goods suited to the current wants of the trade has been fair, and although individual purchases have been small, the aggregate movement is very satisfactory. Prices have been reduced in a few makes of medium count brown and bleached goods, and Lonsdales have also been marked down $\frac{1}{2}$ ¢. This will, it is thought, cause a decline in other makes of similar grades, which are now held at $15\frac{1}{2}$ to $16\frac{1}{2}$ ¢, but as yet no other changes have been made. Prints are fairly firm, and are selling well, the supply of desirable patterns in light work being unusually small for this season of the year. Colored cottons are unsettled, but the list of prices so far as revised is firm, while other quotations are chiefly nominal.

DOMESTIC WOOLEN GOODS.—The trade with agents has not been very spirited since our last report, as jobbers generally, though doing a fair trade, do not find it necessary to canvas the market as yet for second purchases. Light weight fancy cassimeres are selling well, while jobbers and agents hold unusually light stocks of all grades. Cloths sell fairly, but are not in very active request either with agents or jobbers. Quotations are stiffly maintained, however, and there is no apparent prospect of a break this season. Heavy weight woollens are in better demand, but the transactions remain light in consequence of the high prices at which the limited stock is held. Shawls and other light woollen fabrics are selling freely, and prices are well sustained.

FOREIGN GOODS.—This department of the market is without notable change in any particular. Trade is fair, and in the aggregate is considerably in excess of a corresponding period last year. Dress goods of British and Continental makes are in good demand, and desirable effects are well sold up. Prices are fully maintained, and are advancing in the European markets, but no change is likely to occur here before the close of the season. The firm tone is favorable for trade, however, as buyers have more confidence in the stability of the market and purchases are liberal, though but little in excess of the current requirements of the trade. Prices are too low to admit of much profit to importers, in consequence of the competition among them, but in view of the increased sales it is thought that the result of the season's business will be fairly profitable. The same complaints of competition and low prices are made in all departments of the foreign market, but with this exception trade is in a very satisfactory condition.

The exports of dry goods for the past week, and since January 1, 1871, and the total for the same time in several previous years are shown in the following table:

	FROM NEW YORK.		FROM BOSTON.	
	pkgs.	Val.	pkgs.	Val.
Total for the week...	375	\$31,351	10	\$6,650
Since January 1, 1871...	6,115	\$304,294	502	\$114,164
Same time 1870.....	3,536	\$38,790	771	\$224,746
" " 1869.....	6,485	\$79,224	684	\$8,634
" " 1868.....	4,007	\$37,729	1,346	\$21,212
" " 1867.....	1,148	\$48,882	1,831	\$40,491
" " 1866.....	143	\$22,196	534	\$29,923
" " 1865.....	22,806	....	....	....
" " 1864.....	....	....	....	....
" " 1863.....	....	....	....	....
" " 1862.....	....	....	....	....
" " 1861.....	....	....	....	....
" " 1860.....	....	....	....	....

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of leading Jobbers:

BROWN SHEETINGS AND SHIRTINGS are in fair demand with but few changes in prices. We annex quotations which are, in some instances, nominal. Amoskeag A 36 12, do B 36 11 $\frac{1}{2}$, Atlantic A 36 12 $\frac{1}{2}$, do D 36 10 $\frac{1}{2}$, do H 36 12, Appleton A 36 12 $\frac{1}{2}$, Augusta 36 11, do 30 10, Bedford R 30 8, Boott O 34 9 $\frac{1}{2}$, Commonwealth O 27 8, Grafton A 27 8, Great Falls M 36 11 do S 33 9 $\frac{1}{2}$, Indian Head 36 12 $\frac{1}{2}$, do 30 10 $\frac{1}{2}$, Indian Orchard, A 40 18, do C 36 10 $\frac{1}{2}$, Laconia O 39 12 do B 37 11, Lawrence A 36 11, Lyman C 36 10 $\frac{1}{2}$, do E 38 12, Medford 36 11 $\frac{1}{2}$, Nashua fine O 38 11 $\frac{1}{2}$, do R 36 13, do E 40 14 $\frac{1}{2}$, Newmarket A 36 10, Pacific extra 36 12, do L 36 11, Pepperell 7-4 22 $\frac{1}{2}$, do 5-4 25, do 9-4 27 $\frac{1}{2}$, do 10-4 32 $\frac{1}{2}$, do 11-4 37 $\frac{1}{2}$, Pepperell E fine 39 12 $\frac{1}{2}$, do R 36 11 $\frac{1}{2}$, Pocasset F 30 8 $\frac{1}{2}$, Saranac fine O 38 11 $\frac{1}{2}$, do R 36 13, Stark A 36 12, Swift, River 36 8 $\frac{1}{2}$, Tiger 27 8.

BLEACHED SHEETINGS AND SHIRTINGS are in fair request, and sales are more liberal as the revision of prices is completed. Some changes will be found in the annexed list: Amoskeag 46 16 $\frac{1}{2}$, do 42 15, do A 36 15, American A 36 12 $\frac{1}{2}$, Androscoggin L 36 15 $\frac{1}{2}$, Arkwright WT 36 18, Ballou & Son 36 18, Bartlett 36 14, do 38 15 $\frac{1}{2}$, Bates XX 36 18, Blackstone AA 36 18 $\frac{1}{2}$, Boott B 36 18 $\frac{1}{2}$, do O 30 10, do R 26 8 $\frac{1}{2}$, Clarke 36 17 $\frac{1}{2}$, Dwight D 40 18, Ellerton 10-4 45, Fruit of the Loom 36, 16 Globe 27 6 $\frac{1}{2}$, Gold Medal 36 18, Great Falls Q 36 15 $\frac{1}{2}$, Hill's Semp. Idem 36 15, Hope 36 18, James 36 15, Lonsdale 36 15, Masonville 36 16, Newmarket C 36 12 $\frac{1}{2}$, New York Mills 36 21 Pepperell 6-4 22 $\frac{1}{2}$, do 10-4 37 $\frac{1}{2}$, Tuscarora XX 36 18, Utica 5-4 25 do 6-4 32 $\frac{1}{2}$, do 9-4 47 $\frac{1}{2}$, do 10-4 52 $\frac{1}{2}$, Waltham X 33 11, do 42 15 $\frac{1}{2}$, do 6-4 22 $\frac{1}{2}$, do 8-4 27 $\frac{1}{2}$, do 9-4 32 $\frac{1}{2}$, do 10-4 37 $\frac{1}{2}$, Wamsutta 36 20.

PRINTING CLOTHS are in moderate demand at 6 $\frac{1}{2}$ ¢ for 64x6 $\frac{1}{2}$ for immediate delivery, and 6 $\frac{1}{2}$ to 6 $\frac{3}{4}$ ¢ for fabrics.

PRINTS are in good request and the stock is well reduced. Prices are steady and unchanged as follows: American 10, Albion solid 10 $\frac{1}{2}$, Allens 10, do pinks 11, purple 10 $\frac{1}{2}$, Arnold 8 $\frac{1}{2}$, Atlantic 5 $\frac{1}{2}$, Dunnell's 10 $\frac{1}{2}$, Hamilton 10 $\frac{1}{2}$, London mourning 9 $\frac{1}{2}$, Mallory pink 11 $\frac{1}{2}$, do purple 11, Manchester 10 $\frac{1}{2}$ to 10 $\frac{3}{4}$, Merrimac D 11, do W pink and purple 12 $\frac{1}{2}$, do W fancy 12, Oriental 10, Pacific 11, Richmond's 10 $\frac{1}{2}$, Simpson Mourning 10, Sprague's pink 11, do blue and White 10 $\frac{1}{2}$, do shirtings 9 $\frac{1}{2}$, Wamsutta 7 $\frac{1}{2}$.

CHECKS.—Caledonia 70 23, do 50 22 $\frac{1}{2}$, do 12 26 $\frac{1}{2}$, do 10 21, do 8 17, do 11 22, do 15 27 $\frac{1}{2}$, Cumberland 13, Jos Greers, 55 15 $\frac{1}{2}$, do 65 18 Kennebeck 20, Lanark, No. 2, 9 $\frac{1}{2}$, Medford 18, Mech's No. A 1 29.

DENIMS.—Amoskeag 26, Bedford 14 $\frac{1}{2}$, Beaver Cr. AA 20, Columbian heavy 24, Haymaker Bro. 12 $\frac{1}{2}$, Manchester 20, Otis AXX 21, do BB 19, CORSET JEANS.—Amoskeag 11 $\frac{1}{2}$ to 12, Androscoggin —, Bates 9, Everette 13 $\frac{1}{2}$, Indian Orchard Imp. 10, Laconia 11 $\frac{1}{2}$, Newmarket 10.

COTTON BAGS.—American \$30 00, Great Falls A \$35 00, Lewiston \$30, Ontario A \$32 50, Stark A \$35 00.

BROWN DRILLS.—Atlantic 12 $\frac{1}{2}$, Appleton 12 $\frac{1}{2}$, Amoskeag 13, Augusta 12 $\frac{1}{2}$, Pacific 12 $\frac{1}{2}$, Pepperell 13, Stark A 12 $\frac{1}{2}$.

STRAIPES.—Albany 7 $\frac{1}{2}$, Algodon 16 $\frac{1}{2}$, American 11 to 12, Amoskeag 18 to 19, Hamilton 18 $\frac{1}{2}$ to 19 $\frac{1}{2}$, Haymaker 10 $\frac{1}{2}$ to 11, Sheridan A 9 $\frac{1}{2}$, do G 10, Uncasville A 12 to 13, Whittenton A 22 $\frac{1}{2}$.

TICKINGS.—Albany 8 $\frac{1}{2}$, American 14 $\frac{1}{2}$, Amoskeag ACA 29, do A 24, do B 20, do C 18, do D 16, Blackstone River 14 $\frac{1}{2}$, Conestoga extra 32 21, do 36 25, Cordis AAA 23, do ACE 26, Hamilton 20, Swift River 13 $\frac{1}{2}$, Thorndike A 14, Whittenton A 25, York 30 21 $\frac{1}{2}$.

GINGHAMS.—Clyde, 11 $\frac{1}{2}$; Earleton, extra, 18; Glasgow, 18; Gloucester, 11 $\frac{1}{2}$; Hadley, 14; Hampden, 15; Hartford, 12; Lancaster, 16; Lancashire, 11 $\frac{1}{2}$; Pequa, 12 $\frac{1}{2}$; Park Mills, 14; Quaker City, —.

MOUSELINE DELAINES.—Pacific 18, Hamilton 18, Pacific Mills printed armures 19, do Imperial reps 22 $\frac{1}{2}$, do aniline 20, do plain assorted colored armures 18, do do Orientals 17, do do alpacas 21, do do corded do 22 $\frac{1}{2}$.

CARPETS.—Lowell Company's ingrain are quoted at \$1 for super-fine, 2 mos. credit, or less 2 per cent., 10 days; \$1 15 for extra super, and \$1 42 $\frac{1}{2}$ for three-ply; Hartford Company's \$1 for medium super-fine; \$1 15 for super-fine; \$1 42 $\frac{1}{2}$ for Imperial three-ply, and \$1 50 for extra three-ply; Brussels \$1 70 for 3 fr., \$1 80 for 4 fr., and \$1 90 for 5 fr.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending March 24, 1871, and the corresponding weeks of 1869 and 1870, have been as follows:

	1869.		1870.		1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	1,091	\$418,566	937	\$401,606	2,246	\$951,807
do cotton...	1,265	374,521	1,447	412,513	2,562	758,488
do silk...	692	480,147	607	520,280	1,836	1,147,810
do flax...	914	238,039	958	267,660	1,546	384,634
Miscellaneous dry goods	793	147,037	881	228,262	1,587	467,607
Total.....	4,725	\$1,633,050	4,830	\$1,800,351	9,477	\$3,710,346

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	871	\$319,050	778	\$281,206	776	\$380,432
do cotton...	356	96,281	611	154,917	605	150,311
do silk...	75	85,699	122	140,069	135	132,301
do flax...	405	98,026	693	142,835	833	176,259
Miscellaneous dry goods	998	34,670	1,318	28,764	9,022	60,378
Total.....	2,705	\$633,726	2,892	\$748,000	11,871	\$819,701
Add ent'd for consump'tn	4,725	\$1,633,050	4,830	\$1,800,351	9,477	\$3,710,346
Total th'n upon m'rkt.	7,430	\$2,266,776	8,322	\$2,548,351	20,848	\$4,530,047

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	661	\$235,345	280	\$90,195	898	\$330,229
do cotton...	412	126,818	260	70,085	580	147,811
do silk...	48	66,645	47	49,594	218	250,212
do flax...	97	79,906	220	54,140	474	90,084
Miscellaneous dry goods	998	34,670	7,785	31,750	9,047	107,033
Total.....	1,771	\$520,216	8,592	\$295,764	11,917	\$915,379
Add ent'd for consump'tn	4,725	\$1,633,050	4,830	\$1,800,351	9,477	\$3,710,346
Total enter'd at the port	6,496	\$2,153,266	13,422	\$2,096,115	20,694	\$4,625,725